JANUARY 1960

Traffic Safety

A NATIONAL SAFETY COUNCIL PUBLICATION

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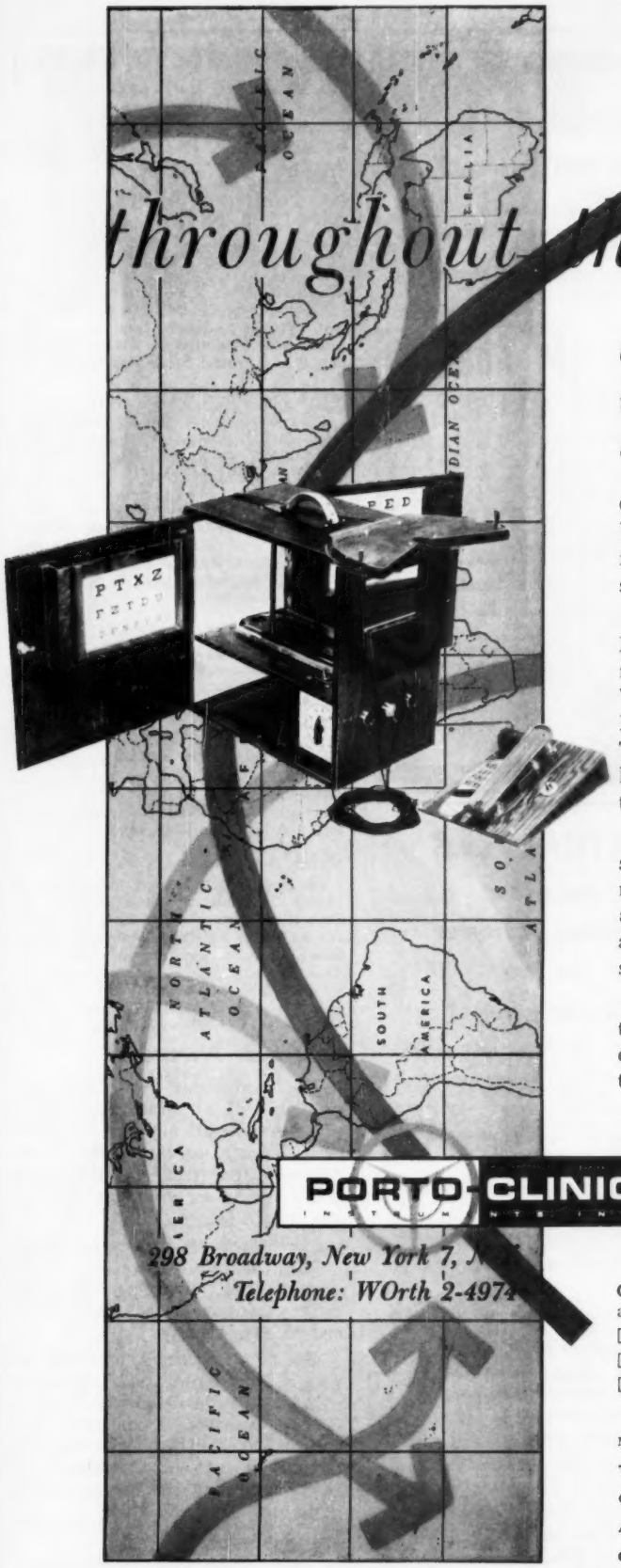

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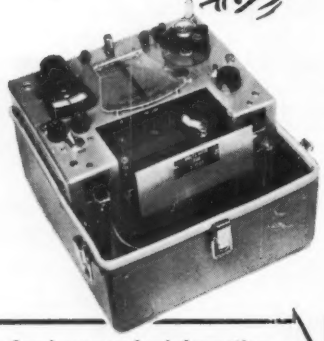

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COMING EVENTS

March 6-8, Jacksonville, Fla.

Southern Safety Conference and Exposition (Robert Meyer and George Washington Hotels). Contact W. L. Groth, executive director, P. O. Box 8927, Richmond 25, Va.

March 9-10, Philadelphia, Pa.

Twenty-sixth annual Regional Safety and Fire Conference and Exhibit (Bellevue-Stratford Hotel). Contact Harry H. Verdier, executive director, Safety Council, Chamber of Commerce of Greater Philadelphia, 121 S. Broad St., Philadelphia 7, Pa.

March 15-16, Fort Wayne, Ind.

1960 Northeastern Indiana Safety Conference and Exhibit. Contact Ivan A. Martin, manager, Safety Council, Chamber of Commerce, Fort Wayne, Ind.

March 21-22, Boston, Mass.

Thirty-ninth annual Massachusetts Safety Conference and Exhibit (Hotel Statler Hilton). Contact Bert Harmon, manager, Massachusetts Safety Council, 54 Devonshire St., Boston 9, Mass.

March 23-25, Corvallis, Ore.

Northwest Highway Engineering Conference (Oregon State College). Contact Martin P. Coopey, Professor of Highway Engineering, Apperson Hall, Oregon State College, Corvallis, Ore.

March 27-30, Dallas, Tex.

Annual Texas Safety Conference (Adolphus Hotel). Contact J. O. Musick, general manager, Texas Safety Association, Inc., 830 Littlefield Bldg., Austin, Tex.

March 29-30, Oakland, Calif.

Congress of the Eastbay Safety Council (Hotel Claremont). Contact Clinton W. Dreyer, Eastbay Chapter, National Safety Council, 1322 Webster St., Oakland 12, Calif.

Marsh Wins Hoffman Award

The third annual Paul Gray Hoffman Award for outstanding professional services in highway safety has been conferred on Burton W. Marsh, director of the traffic engineering and safety department, American Automobile Association.

Marsh was honored for distinguished national service over many years of traffic engineering, high school driver education, school safety patrols and pedestrian safety.

One of the country's first traffic engineers, (Pittsburgh, 1925) he is past chairman of the Highway Research Board's executive committee, vice chairman of the National Committee on Uniform Laws and Ordinances, and past chairman of the National Committee for Traffic Training.

Traffic Safety

Volume 56 Number 1 January 1960

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TRAFFIC SAFETY is dedicated to the prevention of traffic accidents through the presentation of objective information and responsible opinion to official agencies, public support groups and the motor transportation industry. The views expressed do not necessarily reflect the beliefs or policies of the National Safety Council, but they are presented in the conviction that the pressing social problem of traffic accidents can best be resolved through freedom of expression and open debate.

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BETWEEN STOPS

A GROUP of Tennessee brainstormers has come up with a decision worthy of King Solomon himself.

The modern dilemma was posed by a ruling of the attorney general's office requiring cars measuring more than 80 inches wide to carry eight truck-type lights and six reflectors. Estimated cost of lights and reflectors, $35—of chrome equipment, $80.

Affected by the ruling were nine prestige-size cars: Chevrolet, Continental, Edsel, Ford, Imperial, Lincoln, Mercury, Oldsmobile and Pontiac.

Understandably, a howl went up from owners of the highway behemoths. Dealers in same were also unhappy. Prospective buyers were staying away in droves.

Then dealers went into a huddle with top state officials. Result—the Solomon-like decision that the spirit of the law can be fulfilled by attaching a piece of reflectorized tape to the ends of bumpers on extra-wide cars.

OCTOBER SHOWS IMPROVEMENT

by H. Gene Miller

MOTOR vehicle deaths were down in October—the first month this year to show an improvement over 1958. Deaths in the two previous months were unchanged, while before that, increases ranged up to 8 per cent in March and 7 per cent in May.

The October total was 3,420, a decrease of 180 from October of last year. For 10 months, however, the total of 30,560 was still about 700 more than last year. This is an increase of only 2 per cent; earlier in the year, deaths were running nearly 5 per cent ahead of 1958.

Disabling injuries during the first 10 months of the year are estimated at about 1,100,000. These are injuries resulting in disability beyond the day of the accident and do not include minor injuries which undoubtedly total millions more.

Travel figures are not complete for 10 months, but there are indications that the favorable death experience in recent months may be related to a slow-down in traffic activity. Current travel is still running ahead of last year, but the sharp rise witnessed in the early months of the year appears to have been lessened by the impact of strike conditions.

It seems premature to take the position that the rising death trend of earlier months has been reversed. It is more likely that the trend has only been interrupted, and will assert itself again when economic conditions become more favorable.

For 10 months, travel is estimated about 4 per cent more than last year. This change, coupled with the smaller 2 per cent increase in deaths, produced a death rate of 5.3 (deaths per 100,000,000 miles of travel). This was the lowest death rate on record for 10 months, and compares with 5.4 for the same months of last year.

In October, states showing decreases outnumbered those with increases 28 to 18. Two showed no change.

For 10 months 13 states showed decreases while 35 had increases.

Of the 689 reporting cities in October, 126 had decreases in deaths, 422 reported no change, and 141 showed increases. For 10 months, 256 cities had decreases, 158 no change, and 275 increases.

In October, 481 of the reporting cities had perfect records. Of these, the three largest were: Toledo, Ohio (343,700); Providence, R. I. (248,700), and, Wichita, Kan. (224,700).

For 10 months 161 of the cities still had perfect records. Of these the three largest were: Evanston, Ill. (76,200); Dubuque, Iowa (51,300), and, Wyandotte, Mich. (49,500).

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Traffic Summary

October	1959	1958	Change
Deaths	3,420	3,600	—5%
Ten Months			
Deaths	30,560	29,870	+2%
Mileage (billions)	580	555	+4%
Death Rate	5.3	5.4	—2%

H. Gene Miller is director of the National Safety Council's research and statistics department.

Leading at the End of October

States

Maine	—26%	Kentucky	— 5%
Idaho	—21%	Florida	— 4%
Louisiana	—17%	Washington	— 4%
Delaware	—12%	Illinois	— 3%
South Dakota	—11%	Massachusetts	— 3%
Minnesota	—10%	Connecticut	— 1%
Oklahoma	— 7%		

Cities

Rochester, N. Y.	—53%	San Diego, Calif.	—15%
Wichita, Kan.	—42%	San Antonio, Tex.	—10%
Jacksonville, Fla.	—35%	Miami, Fla.	— 9%
Toledo, Ohio	—33%	Louisville, Ky.	— 7%
Norfolk, Va.	—33%	Oakland, Calif.	— 5%
Buffalo, N. Y.	—27%	Dayton, Ohio	— 5%
Richmond, Va.	—22%	Chicago, Ill.	— 4%
Seattle, Wash.	—21%	Philadelphia, Pa.	— 4%
Long Beach, Calif.	—21%	Dallas, Tex.	— 4%
Akron, Ohio	—19%	Baltimore, Md.	— 3%
El Paso, Tex.	—18%	Cleveland, Ohio	— 3%

Case of the vanishing truck

A drunk who appropriated a parked road tanker which was carrying a load of sulphuric acid was in a state of near hysteria when police nabbed him. It seems the tanker was made of aluminum and should not have been carrying sulphuric acid. The chemical had reduced the vehicle to a bare chassis and cab by the time the police caught up with the inebriated thief.

Traffic rolls on Lodge Expressway

The final half mile of the nine-mile, $90 million Lodge expressway in Detroit is open to traffic. The expressway, under construction for 13 years, is almost entirely depressed below street level, with all cross traffic carried by 20 vehicular and 22 pedestrian overpasses. It has no traffic lights. Designed traffic capacity of the expressway is 9,000 vehicles per hour.

Musts for midgets

In New York State, midget autos, if operated on a public highway, are subject to all regulations which apply to full-sized cars. They must be registered as motor vehicles and equipped with all safety devices required by law. The person operating such a vehicle must possess a driver license, and the owner must provide proof of insurance as required by law. These requirements apply even to miniature autos designed for sidewalk use, to self-propelled replicas of antique autos, and to home made or "kit-built" cars.

Austrian accent on safety

Traffic safety people receiving mail from Austria have been intrigued by a postal message appearing on all letters recently. The message reads: "Do not take chances. Spare yourself an accident. Accidents bring loss."

Periscope for rear view

The driver of tomorrow will do his rear viewing through a periscope. A new periscope-type mirror developed by the American Optical Co. is said to banish blind spots. Here's how it operates. The driver looks into a 2¼ inch by 9 inch mirror placed above the windshield. A 2 inch by 24 inch cylindrical lens set in the roof of the car over the back window picks up the rear view. This view is passed forward through another lens, 17 inches long, and reflected off a 15 inch square mirror to the driver's own rear view mirror.

JP's one-man campaign

Concerned about the resentment shown by most traffic law violators brought before him, Illinois JP John Nordberg wrote a booklet explaining the purpose of traffic law enforcement and giving statistics on traffic deaths. Motorists are asked to read the booklet while they wait their turn at the bench. Since introducing the booklet, Nordberg has noted a definite lowering of hostility from motorists.

the MYTH of the

SPEEDING AMBULANCE

Joint medical-safety group condemns speed—calls care at scene of accident key to patient survival

THE speeding ambulance, screaming and weaving through traffic with an accident victim, has been condemned by a joint medical-safety committee.

In a report prepared by Dr. Oscar P. Hampton, Jr., and released at the recent National Safety Congress, the committee stated that "speed is seldom if ever a factor in the preservation of a life, and speeding ambulances result in more additional traffic deaths than lives saved."

Surgeons on the committee emphasized that injuries are frequently made worse by fast driving and that the best patient care is a smooth ride. The committee recommended strict obedience to speed limits and traffic laws by ambulance drivers.

"Twenty-five per cent of those permanently disabled in traffic accidents would not be crippled with proper care and transportation after the accident," said the committee spokesman, Dr. James B. Mason of the American College of Surgeons. "That means 25,000 to 30,000 persons a year would escape the crutch or the wheel chair."

The report was made by the joint committee, composed of the American College of Surgeons, the American Association for the Surgery of Trauma and the National Safety Council, after a survey of 865 cities on their emergency care for the injured.

The 865 cities from which completed questionnaires were received were divided into three major classes, A. B. and C. according to population, for convenience in analysis and presentation of results.

	No. of Cities	*Population*	*Approx. Total Pop.*
Class A	19	500,000 - 6,000,000	18,000,000
Class B	205	50,000 - 500,000	25,000,000
Class C	641	10,000 - 50,000	15,000,000

FINDINGS OF THE SURVEY

While much important information was obtained, it appears in retrospect that several of the questions required too detailed answers or stimulated answers which were opinions of a city official, understandably prejudiced, rather than factual information. For example, in reply to the question as to whether severely-injured traffic casualties received qualified first aid at the scene of the accident in 1958, 216 out of 224 cities answering this question reported that 100 per cent did so. It would be interesting to have the answers to this question from the qualified surgeons in these communities.

Are proper vehicles available for transportation of the injured?

Vehicles available include ambulances, dual purpose patrol cars and patrol cars in the following proportions.

Cities	*Ambulances*	*Dual-Purpose Patrol Cars*	*Patrol Cars*
Class A	422(24.7%)	247(14.4%)	1,046(60.9%)
Class B	1,596(41.3%)	313(8.1%)	1,855(50.6%)
Class C	2,529(58.4%)	263(6.1%)	1,535(35.5%)
Totals	4,547(46%)	823(8%)	4,536(46%)

Analysis of these data shows a grossly inadequate proportion of ambulances and dual-purpose patrol cars available for transportation of the injured in each group of cities. In the larger cities, only 39.1 per cent of the vehicles used for transportation of the injured are either ambulances or dual-purpose patrol cars, the only vehicles which, from a medical standpoint, are adequate for this purpose. In group B, 49.4 per cent and in group C, 64.5 per cent are adequate vehicles.

The large number of patrol cars used for transportation of the injured in each group of cities is particularly disconcerting. Undoubtedly, many traffic casualties with minor injuries may be safely transported by patrol cars, but the more severely injured demand much more careful handling than is possible in such vehicles. Moreover, many apparently minor injuries may actually be much more serious and may be aggravated by transportation in a patrol car which requires, for practical purposes, the sitting position.

The mere use of patrol cars instead of ambulances or dual-purpose patrol cars implies inferior transportation of the injured.

Dual-purpose cars are used in only a small percentage of cities in each group. This is easily understood, since these are of relatively recent design among motor vehicles. Undoubtedly, this percentage will steadily increase. Certainly, it should. These vehicles appear to offer the best possible overall solution for transportation of the injured in cities of all sizes and, for that matter, throughout all states by state highway patrols. Law enforcement personnel are usually among the first to learn of a traffic accident and to arrive on the scene. Assuming that these personnel are properly trained in the technique of emergency medical care, an ideal situation exists for prompt efficient emergency medical care and transportation of the injured to a hospital.

Are two people (perhaps the driver and an attendant of an ambulance or the driver and a police officer) available at the scene of the accident for emergency medical care?

Analysis of these data indicates that "the helper" is available in the great majority of the cities. All 19 in Class A report that the second man is available, and in Class B only 14 cities and in Class C only 37 cities report no one other than the driver in attendance. It is of interest to note that an intern accompanies the driver of a hospital ambulance in seven Class A cities, in 19 Class B cities, and in 17 Class C cities. Of course, this is an ideal which the present shortage of interns makes impractical in very many instances.

It was impossible to evaluate the quality of training in first aid of those in attendance at the scene of the accident. The ideal is to have a trained attendant with a trained driver. When the city does not provide a trained attendant, certainly trained fire or law enforcement personnel could assist the driver in the rendition of effective emergency medical care. The solution to the problem is cooperation between the agency furnishing the ambulance and the police and fire departments.

Are the casualty-carrying vehicles equipped for the dressing of wounds, splinting of fractures, control of hemorrhage, and rendition of oxygen?

In general the data show that ambulances in large cities are better equipped than those in small cities, although a larger proportion of the latter carry oxygen equipment. Patrol cars and dual purpose cars in small cities tend to carry more equipment than those in large cities.

The data obtained are summarized in the following table:

Equipment for Emergency Medical Care
(All classes of cities combined)

Type of Vehicle	*S*	*H*	*W*	*OX*
Ambulances	70%	73%	78.9%	85%
D-P Patrol Cars	50%	64.5%	56%	40%
Patrol Cars	22%	44%	52%	7%

*S—Splinting H—Control of Hemmorrhage W—Dressing Wounds OX—Oxygen

The data for *equipment* leave much to be desired. Every vehicle used to transport the injured should be equipped with material for splinting of fractures, control of hemorrhage, and dressing of wounds. In addition, oxygen should be available. In this survey, ambulances were the vehicles that were best equipped. This is to be expected. Even these, however, show considerable room for improvement. About 50 per cent of the dual-purpose patrol cars and many patrol cars carry proper equipment. This is encouraging, but the proportion remains inadequate.

The Committee on Trauma of the American College of Surgeons favors regulating the equipment on vehicles for transportation of the injured by city ordinances and state statutes with penalty clauses for failure to comply. This survey shows the number of ordinances and state statutes to be few. Moreover, many of the cities having city ordinances are undoubtedly in states having state statutes regulating the equipment of these vehicles, so that considerable overlap exists.

Are personnel (ambulance drivers, ambulance attendants, fire or law enforcement officers) adequately trained?

Personnel Trained in First Aid as Reported

	Total # Cities	*Police Firemen*	*Hospital Attendants*	*Morticians*	*Private Ambulance*
Class A Cities	19	15	14	8	9
Class B Cities	205	153	103	36	132
Class C Cities	641	405	349	107	402

These data from the 865 cities indicate that a substantial percentage of personnel who may be involved in emergency medical care and transportation of the injured have had training in first aid. It was impossible to learn how many had had training equivalent to the advanced course of the American Red Cross, the degree of training which all should have. Accepting the reported figures at face value, a significant number of untrained personnel are handling traffic casualties in the cities in this survey. Moreover, it appears reasonable to state that a great many of those reported as having been trained are in need of refresher courses annually.

The Committee on Trauma of the American College of Surgeons also holds that training of personnel who are to transport the injured should be required and regulated by city ordinances or state statutes, both fully enforced. Of the 865 cities reporting, only 105 have city ordinances covering this situation. Only three of the 19 larger cities

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Armed Forces-States Move Against

OFF-POST ACCIDENTS

A whopping 95 per cent of the nearly 2,000 fatalities and 15,000 disabling injuries suffered annually by the Armed Forces occur off duty on public streets and highways. Now, through a series of workshops, the armed services and state traffic safety agencies are joining forces to curb this serious toll.

by Harry F. Berlin

IN the Fall of 1956 a handful of men gathered around a table in the office of Homer Garrison, Jr., director of the Texas Department of Public Safety. They had come to seek a new approach to reducing traffic death and injury losses of military personnel on the nation's highways and streets.

They found what they were looking for. And the action they initiated that day has since snowballed into a movement that has reached nine states and promises to reach all 50 before very long.

The group attending that first meeting included J. O. Musick, manager of the Texas Safety Association, chiefs of several state traffic agencies, and two emissaries from the Office of the Provost Marshal, Headquarters United States Air Force, representing the USAF Traffic Safety Committee.

With 26 bases and a very substantial military and civilian population in Texas, the Air Force was particularly concerned and had requested this exploratory meeting. They pointed out that the traffic death rate in Texas was no higher than in many other states, but that the heavy military population and the organizational structure of the state's safety program had caused them to select Texas in a search for a new approach to the off-base problem.

All were agreed that no single branch of the service, or a state government, or a citizens' support organization could cope with the problem. What was needed was a well organized frontal attack by all civilian and military traffic agencies having traffic responsibilities. Accordingly, a proposal was adopted to have a pilot Air Force-Texas traffic safety conference to develop a coordinated action program and establish a pattern for other

Harry F. Berlin is traffic advisor to the Provost Marshal, Hq. U. S. Air Force, and member of the National Committee on Traffic Education and Training and the National Committee on Alcohol, Drugs and Traffic Safety.

states to follow. Because of the pronounced interest of the Army and the Navy in this problem, it was assumed that any similar conference in the other states would include all branches of the Armed Forces.

Invitations went out from the Governor's office, and in December of that year more than 250 top level representatives of the Air Force, state and local traffic agencies, affected commercial organizations, and state and community citizens' safety councils, came to Austin in response. For the first time in the history of the national traffic safety movement, these groups met in common council for three full days to discuss the various areas of civilian and military driver control and improvement. Led by the President's Committee for Traffic Safety, ten of the nation's leading traffic safety organizations provided technical consultants to the conference, which was monitored by a Department of the Army representative. The Navy requested a report on the proceedings.

Out of this conference came a series of resolutions calling for specific actions by state, local and military authorities which would improve the effectiveness of civilian and military driver improvement and control programs. More important still a workable pattern was developed for a coordinated and realistic approach to a mutual problem which could be adopted by other states.

Almost a year passed before the impact of this test operation began to reflect itself in better driving performance by Air Force men and women driving in Texas. Coordination between military and civilian agencies showed marked improvement. State, military, and community controls were gradually tightened. Armed Forces representatives took their places on advisory committees to state officials and public support organizations. Accidents and violations began a downward trend. Colonel Garrison and the Air Force were agreed that the test operation had been a success in that it had provided the broad pattern for a workable approach to the military accident problem in a state.

By invitation, Air Force people discussed this approach at national and regional meetings of motor vehicle administrators and enforcement chiefs.

Kansas, alarmed by the death of 86 military persons in 70 fatal accidents during 1956, was the first state to respond. Claud R. McCamment, director of safety of the Kansas State Highway Commission, believed that a series of one-day workshops would be more effective than two- or three-day conferences. Delegates from 13 military installations, two located in Missouri, were among those who attended the initial workshop session. Participating in the informal discussions also were state, county, and city officials and officers of state and local safety councils.

Impressed and gratified by the interest and support of commanding officers and their staffs, two more sessions were held during 1957. Each time they met, new problems were presented which required coordinated action by civilian and military agencies, and this led to workshops in March and October of 1958.

Idea Catches On

Each session resulted in tangible accomplishments. Procedures for processing reports by civil police of traffic accidents and violations were worked out; special pass and leave controls were inaugurated; driver improvement classes for dependents, particularly teenagers, were set up; the vehicle inspection program was strengthened; military support of national, state and community traffic safety programs was stepped up sharply.

The results? A 60 per cent reduction in fatal military accidents, and a 40 per cent reduction in fatalities in 1958 compared with 1956. At workshops scheduled in 1959, other areas of driver improvement and control were explored.

On the West Coast, California, the state with the heaviest military population, spearheaded the attack on the off-base problem with a meeting of high ranking officers from all service branches and state department heads. Confined strictly to top policy level discussions, this meeting paved the way for Southern and Northern Area Armed Forces-California workshops in March 1959, following the pattern established in Texas and Kansas. More are to follow.

Illinois joined the attack with an initial workshop session in October 1958. They were led by their dynamic Division of Traffic Safety Chief Bob Campbell, who had the all-out support of such traffic safety stalwarts as Governor William Stratton, Secretary of State Carpentier, Public Safety Director Bibb, and State Police Superintendent Morris.

Illinois became the first state to follow the recommendation that these workshops be established as an organized and permanent activity within the framework of the state's safety program. By-laws were adopted which established a permanent chairman; an executive board, representing the three services; six standing committees in the primary interest areas; and the state safety coordinator as the executive secretary.

Workshops are to be conducted on the second Thursday of April and October each year. The committees are operative during the six months' interim between workshops and explore military-civilian problems in their respective areas, making recommendations for specific action to the following workshop session. This significant development, which may well prove to be the most effective pattern for workshop organization in a state, is being observed closely by the other states and the Armed Forces.

When it became apparent that the joint military-civilian workshop pattern provided a practical and realistic solution to the problem of coordinating their traffic safety activities, the Association of State and Provincial Safety Coordinators voted at their 1958 annual meeting to encourage active participation in this program by all jurisdictions. In cooperation with technical advisors provided by the Air Force, a *Manual of Operations for Armed Forces-State Traffic Safety Workshops* was developed and sent to coordinators in all states. Edward Scheidt, then president of the association and commissioner of motor vehicles for North Carolina, staged a model workshop session in his state in January 1959, the effectiveness of which was enhanced by the presence of the three top safety leaders of the Armed Forces: Mr. T. Wilkenson, veteran and respected director of the Army safety program; Captain H. L. Mathews, enthusiastic and cooperative Navy safety chief; and Col. W. L. Tubbs (USAF Ret.), "Mr. Safety," the capable administrator of the Air Force ground safety program. Printed copies of the proceedings were dis-

tributed to all states, and another milestone was reached in the growth and development of the workshop concept.

Colorado, Indiana, and Mississippi followed in the first quarter of 1959, and Washington in August, with first sessions in a planned workshop series. Indications are that 1960 will see a significant number of states with heavy military populations joining this nation-wide civilian-military team approach to a mutual problem. States with limited military traffic are being encouraged to meet jointly with neighboring states.

This focusing of attention upon the military accident problem was not generated by an upsurge in the military traffic fatality and injury rates. On the contrary, Army, Navy and Air Force traffic losses have shown a steady decline for the past several years. It can be said in all fairness that if all occupational segments of the nation's population would work as hard at traffic safety as do the Armed Forces, the annual death and injury losses would be substantially less than they are. Accident rates on military reservations are consistently favorable.

It is when service personnel and their families leave the installation boundaries and pass under the control of state and local jurisdictions as citizen drivers of their personal vehicles that better than 90 per cent of the military fatal and injury accidents occur. Addressing the North Carolina workshop in behalf of the Department of Defense, Colonel Tubbs pointed out the limitations under which the Armed Forces must operate in attempting to control off-base driving performance. Among them were lack of authority over state driver's licenses, inspection of vehicles not operated on base, enforcement of civil traffic laws, ownership of vehicles, off-base liability insurance requirements, and limitations in other areas.

Said Colonel Tubbs: "Although licensed as drivers by their states, few of the youths who enter the service are competent drivers. Their driving is a product of their community and home environment, not of their military service. The services, therefore, are continually engaged in abbreviated training efforts to transform immature drivers into self-disciplined citizens on the highway. This is an imposition on the

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Delegates to the workshop held at Ft. Riley, Kan., on June 26, 1957, take time out for informal discussion. High military traffic toll in 1956 triggered Kansas' concern, made it first state to try workshop approach.

In a workshop session held at Great Lakes Naval Training Center on April 9, 1959, Illinois mapped out its program. The state was the first to establish workshops as an organized and permanent program activity.

These officials attended the North Carolina workshop held on Jan. 27, 1959. Copies of the proceedings of the North Carolina session were distributed to all states — another milestone in workshop growth.

NSC ANNOUNCES FIELD APPOINTMENTS

The National Safety Council has announced three appointments in its field service department.

Robert J. O'Donnell, former executive director of New York State's United Cerebral Palsy Associations, has been named district field director for the State of New York.

A graduate of Mount St. Mary's College, Emmitsburg, Md., O'Donnell has done graduate work at the University of Toronto and at Fordham and Columbia universities, and has taught at colleges in New York and Canada.

He has been director of religious organizations and business management, New York City region, National Conference of Christians and Jews; administrative assistant to Gov. John S. Fine of Pennsylvania, and director of public information and education, Pennsylvania Department of Public Welfare, under Gov. George M. Leader.

Gardner R. Whitney has been appointed district field director for the State of Pennsylvania.

Whitney came to the Council from the Chicago Motor Club, where he was its Champaign, Ill., branch district manager.

He attended Northeastern University in Boston and was graduated from the University of Illinois. During World War II he served with the U. S. Air Force as an aerial engineer and gunner in the Southwest Pacific area.

He has served as safety chairman for the Univeristy Place Christian Church, Champaign, and has been active in PTA and Lions Club work. He is a member of the Moose Lodge, American Legion and Am-Vets.

Thomas J. Nolan has joined the staff as program consultant.

Nolan was formerly employed by Winthrop Laboratories, Division of Sterling Drug, Inc., where he served as assistant branch manager for the midwest area.

He is active in local Chamber of Commerce and United Fund work.

Nolan succeeds Nils A. Lofgren, who left the Council to accept a position with the Insurance Institute for Highway Safety.

CALDWELL NAMED NUTI DIRECTOR

Bernard R. Caldwell, former commissioner of the California Highway Patrol, has been named director of the Northwestern University Traffic Institute. He succeeds Ray Ashworth who resigned in July, 1959.

Caldwell, who headed the California Highway Patrol from 1953 until his retirement last March, is the third director the institute has had since it was founded in 1936. He is also one of its early students, having been graduated from the long course in 1938.

The new institute head has spent 34 years in law enforcement work, most of them in traffic activities. He started his career as a Los Angeles police officer and remained with the Los Angeles Police Department for 28 years. He became deputy chief in command of the city's traffic bureau in 1941, a post he held until he became Commissioner of the California Highway Patrol in 1953.

Caldwell is nationally known in law enforcement circles. He served as chairman of the International Association of Chiefs of Police traffic committee in 1956, 1957 and 1958, and is a member of the National Committee on Uniform Laws and Ordinances.

INSURANCE INSTITUTE ADDS FOUR TO STAFF

Russell I. Brown, president of the Insurance Institute for Highway Safety, has announced four appointments to the Institute's staff.

Richard O. Bennett, formerly with the National Association of Automotive Mutual Insurance Companies, has been named secretary-treasurer. In addition, he will be responsible for the Institute's grant-in-aid program and will be in charge of the office.

Bennett has been identified with the traffic safety movement for more than 25 years. Prior to joining the Mutual Association, he was with the National Safety Council. He has also served as director of safety and personnel for Great Lakes Greyhound Lines, Inc., Detroit.

At present he is chairman of the National Committee for Motor Fleet Supervisor Training, a member of several professional societies and is active in the programs of many national safety organizations.

Leonard J. McEnnis, Jr., a veteran of 24 years in the traffic safety field, has been appointed director of public relations.

Before coming to the Institute, McEnnis was director of publications for the Transportation Center at Northwestern University. He had been identified with the university's publications and public information services for more than 19 years.

He started his career as a reporter and rewrite man on the old *Herald-Post* in Louisville, Ky., and later joined the public information staff of the National Safety Council.

Nils A. Lofgren has been named director of program planning. He will be responsible for coordination staff planning and services in the Institute's direct assistance program for states.

Lofgren, who has spent 10 years in traffic accident prevention work, was formerly program consultant in the field service department of the National Safety Council. Earlier he served as director of field services for the Citizens Traffic Safety Board of Chicago.

Adrian H. Koert will handle the Institute's traffic engineering activities. Koert comes to the Institute from Des Moines, Iowa, where he served as city traffic engineer. Prior to this, he was a traffic engineering consultant with George W. Barton & Associates, Evanston, Ill.

He is a member of the Institute of Traffic Engineers and the Western Society of Engineers, and has had 12 years' experience in traffic engineering work.

FREAK SQUEAKS of '59

by Paul Jones

BY THE WAY—
Has anything odd or unusual happened to you lately?

Something really freakish?

Have you, for example, lost your dress in traffic to a passing stranger?

Has a house run into your car?

Have any of you golfers shot two birdies with one stroke?

Have you, perchance, swallowed a live mouse?

Nothing like that has happened to you in '59? Ho, hum, what a dull year you've had!

The National Safety Council's annual roundup of freak accidents has turned up not only the foregoing oddities, but many more. The dizzy details:

Miss June Sandy, a highly proper young lady of 17, was riding her bike demurely down the crowded main street of highly proper Whitstable, England, on a busy Saturday afternoon when a passing motor scooter brushed against her. Whoosh! There went Miss Sandy's dress down the street on the scooter. Was she embarrassed!

Ted Goreau, of Hampton, S. C., was understandably skeptical when his wife explained away a dent in the fendor of the family car by insisting that a house had run into it. She wasn't kidding. The car had been parked. The house was being moved down the street. These careless house drivers!

Every golfer is always hoping for a birdie. But Buddy Graham, of Huntington, W. Va., got not one but two when his booming drive brought down a couple of sparrows who didn't even belong to the club.

The last thing in the world Mrs. Florence Hill, of Denver, planned to do was what she did do. You never know. Entering the kitchen to see why her dog was barking, Mrs. Hill switched on the light to find herself face to face with a mouse that seemed just as startled as she was. She opened her mouth wide to scream. The mouse jumped in. She swallowed. That did it. Moral: Always keep your trap shut.

In Zeeland, Mich., Richard Machiele was in the bathtub when the phone rang. He hopped hastily out, slipped, cracked his shoulder, eventually and painfully answered the insistent bell. It was a cheery insurance salesman, calling to offer a jim dandy home accident policy.

Air Marshal William MacDonald, commander in chief of the British Royal Air Force in the Middle East, and a crack pistol shot, lined up runners in the RAF cross-country race in Nicosia, Cyprus. "On your mark . . . get set . . ." he called, then pulled the trigger of his pistol and shot himself in the foot.

Mr. and Mrs. Jens Peter Lund, of Fresno, Calif., lost a close race to the stork, and their baby was born in the family car en route to the hospital. Lund roared into the hospital driveway, leaped from the car and dashed into the hospital lobby at full speed. He dashed, alas, through a plate glass window he had mistaken for the door. Mother and son got along fine, and Lund felt better after his bleeding arm and nose had been fixed up.

The biggest brushoff of 1959—if not of all time—was given to Mrs. Mollie Dives of the Bronx in New York City. Mrs. Dives was literally swept off her feet by a huge sanitation department mechanical sweeper as she crossed the street. Like most brushoff victims, her pride was hurt worse than anything else.

Everybody knows, of course, that it's practically impossible for any red-blooded American boy to go from one room to another without leaping up and slapping the wall above the

doorway. But 10-year-old Dick Abernathy, of Raleigh, Tenn., added that extra something. He leaped up and didn't come down! His ring slipped over a screwhead in the classroom wall, and for a good two minutes the entire school looked up to him.

Two cars collided in Petersburg, Va. "Names, please," said the traffic officer. "William Ashby, 35, Petersburg," replied driver of car No. 1. "William Ashby, 35, Petersburg," said driver of car No. 2. Their cars had collided, and each suffered a broken right arm. They were not related.

In South Plainfield, N. J., a six-year-old boy fell during an Easter egg hunt and broke his wrist. His name? Jack Rabbit. Was he unhoppy!

When Clarence Haight, of Enid, Okla., shot himself in the right knee while hunting, his brother, Henry, visited him in the hospital. Facetiously, Henry asked, "got a bed here for me?" A few hours later Henry was brought to the hospital, a bullet in his right knee. He had shot himself while hunting.

Robert B. Richmond, of Winchester, Mass., and his six-year-old son John changed seats—and cars—informally when their Model T touring car collided head-on with a more modern convertible near Pembroke, Mass. The impact of the crash sent young John flying through the air into the lap of the driver of the other car, John Swan, Jr. Pop Richmond soared gracefully from his seat into the rear seat of the other car. Neither father nor son was hurt severely, nor was Swan. But they all agreed there must be an easier way to change seats.

The Rev. Walter Herron had flown his plane 250,000 miles without an accident as a missionary in the wildest jungles of South America. But home on a vacation at Watkins Glen, N. Y., he fell off a wing of his plane as he was cleaning it and broke his leg.

Maybe they're making these little cars too little. A raccoon knocked one off the road when they collided near Rhinelander, Wis., driver John Welch ruefully reported. And a jack rabbit wrecked another little sportster in Alpine, Tex., to the dismay of owner Floyd Richmond. The latter contest may not have been quite fair, since it was a Texas jack rabbit.

Have you ever longed to get your hands on a reckless driver? Mr. and Mrs. Kenneth Talley, of Waco, Tex., had their chance when they saw a car veer off the street, careen wildly across a vacant lot and bang into a tree. They pulled the driver from behind the wheel, spanked him good and hard and put him to bed without his supper. He was their three-year-old son Tommy, who had climbed into a parked car, turned on the ignition and let nature take its course.

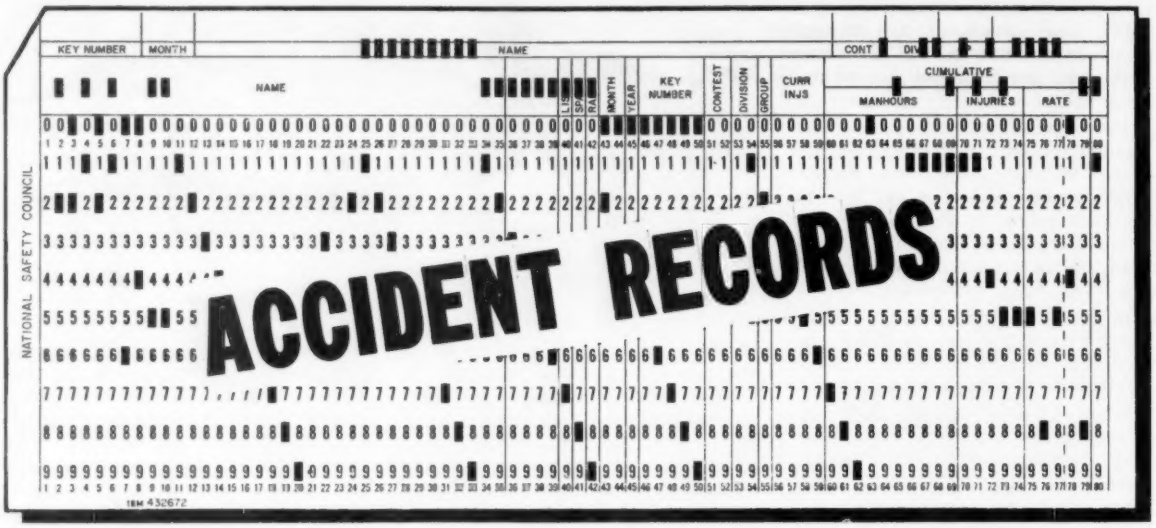
The driver who ran down Farmer Lachian Simpson, of Tottenham, New South Wales, with a tractor had a good reason to feel sheepish. He was a sheep! The animal was being given a lift back to the barn when Simpson got off the tractor to make a mechanical adjustment. The sheep reached out, kicked the engine into gear and ran over his benefactor's arm.

The Case of the Lively Corpse occurred in Rome, Italy. Boarding an overcrowded bus in a heavy rainstorm, a resourceful passenger climbed to the roof and found a dry and cozy haven in a brand new coffin that was part of the bus freight cargo. Nearing his destination, he lifted the coffin lid and stuck out his hand just as two other passengers climbed to the roof. They stared, panicked, leaped from the moving bus, landed in the hospital—victims of too much bier.

You see a lot of arrogant drivers on the road these days. But you never saw one as stuck up as Paperhanger Leo Beasley was in Omaha the day a five-gallon can of quick-dry paste spilled all over him and his car when he made a quick stop in traffic. The only way Beasley ever got loose from the car seat was by sliding out of his pants right in public. And it took 400 gallons of water to get the pesky paste off the car. Beasley was so shook up by the stick-up that he practically came unglued.

As the wife of a field director of the National Safety Council, Mrs. Hal Kent, of Des Moines, Iowa, naturally feels she's pretty sharp on safety. Try to sell that to her Siamese kitten, whose muffled mews from the automatic washer brought Mrs. Kent a-flying. Inside the washer was the kitten, sudsily and angrily completing a full cycle of the thorough and fluffy cleansing the manufacturer of the machine so proudly proclaims. Mrs. Kent had unwittingly dumped her pet into the washer along with a basket of laundry into which he had settled for a nap. The kitten's name is Sing Long, and he sure did that night—and loud, too!

Well, that's what's been going on in off-beat circles in the last year. Sort of makes you feel that the oddest thing about life is that it's so odd, doesn't it? STOP



Your town, any town, needs them

THE traffic accident records unit in any city, large or small, is the foundation of a successful traffic accident prevention program. Regardless of how much accident information is sought, produced by investigation or received from the public, there must be an office and a system set up with a staff to handle it.

In the accident records center the information contained on traffic accident reports can be checked and processed, information transferred to other records, such as file cards, spot maps, etc., and finally the accident report is filed with others previously received.

This office activity is the function of the accident records unit and, in most cities is a part of the police department, since most reports are from its investigating officers.

The work load

CITIES of 25,000 to 50,000 population reporting in the Traffic Inventory program indicate an average of approximately 800 traffic accidents were reported in 1958. In the 10,000 to 25,000 population group the average of reported accidents was about 450.

How many workers?

BASED on the accepted work load criteria of 200 man-days required to properly process each 1,000 accident reports received, it would require 160 or 90 man-days to properly conduct the activities of an average city in the two population groups. Using the 40-hour work week as a basis, this would mean 65 or 35 per cent of one man's time. Cities above or below average in reported accidents would require more, or less, personnel according to work volume.

If a department does not have sufficient personnel to assign a man full time to the records unit, such duties can usually be combined with the duties of one of the officers assigned to desk or office duty.

Training the staff

THE short term traffic course or special courses in accident reports offered by several universities are an excellent background for accident records personnel. If it is not possible to provide special outside training, material such as Public Safety Memo 69 and other guides can be obtained from the National Safety Council to lead and assist available personnel in establishing and maintaining a standard accident reporting system. Other city police departments and records agencies may also be able to help out.

What is needed?

THE first requirement is a standard report form. It should include all items of information that any phase of the accident prevention program can use. Many states supply forms for use by city authorities, requesting only that copies be submitted to the state records bureau to provide that organization with complete accident data.

Routine summaries of traffic accidents bring together the facts from individual accidents to establish the *pattern* of accidents and accident circumstances — the *when, where, who, how* and *why* of accidents. Standard accident summaries and tally sheets can be obtained without charge from the National Safety Council, providing a copy of each summary is sent to the Council.

Filing cabinets should be provided

for an accident location file and for a cross reference file by name of accident driver.

Where to start

TO be readily available, reports of accidents must be properly filed and indexed. This can best be accomplished by use of an accident location file. Original accident records when properly filed by location are immediately available for studies of high accident locations or areas. This method can become increasingly valuable as accident report volume increases.

The location file can be a very simple one at the start and be expanded as the volume of reports grows. A cross reference file, alphabetical by driver's name, will provide valuable information on accidents of individual drivers and will point up accident repeaters. Public Safety Memos 40 and 60 contain instructions for developing location and driver's name files.

Routine summaries of traffic accidents should be prepared monthly, or quarterly, and annually to show the pattern of accidents. Regular summaries provide the best information on how the current experience compares with previous months or years. They also can supply badly needed material on accident circumstances and conditions.

Spot your accidents

A GOOD up-to-date spot map is of interest to all accident prevention agencies. Traffic accident spot maps show accident locations and make possible quick identification of high accident intersections, streets and areas. All cities, regardless of size, should maintain a current accident spot map. Spot maps may be especially helpful to the traffic engineer and may also be used as educational features by the traffic court judge or at public safety meetings. (See Public Safety Memo 75, *Traffic Accident Spot Maps for Cities.)*

Accident data pointed out by routine summaries or the accident spot may indicate the need for special accident studies for a particular intersection, street or area. Individual accident reports necessary for such studies are immediately available through location files. These studies can be available for engineering, selective enforcement and educational uses. (See Public Safety Memo 107, *Accident Records As a Base For City Enforcement Planning.)*

What good are records?

IF a department has an adequate traffic records unit:

1. It has a central location where complete information is available on traffic accidents. It provides the department with at least one officer who is well acquainted with the traffic accident problem and the manner in which the unit provides information to agencies and individuals who are interested in preventing traffic accidents.

2. By development of monthly, annual and special summaries and reports, it can provide such information to city, state and national agencies, and for such purposes as the Annual Traffic Inventory.

This information is available to the public news media, enforcement, engineering, educational and public support groups for planning and evaluation of efforts.

3. It provides specific information on:

* High accident intersections, streets and areas.
* The pedestrian problem.
* The drinking driver problem.
* Predominant accident violations and causes.
* Predominant time of accidents by hour of day, day of week, month, season.
* Day and night accidents.
* Juvenile accidents.
* Fatal accidents.
* Injury accidents.
* Property damage accidents.
* Drivers who are accident repeaters.

How much?

THE cost of establishing and maintaining an accident records unit will be determined by the equipment provided and salary and training of personnel assigned to the unit.

Considering the possibility of saving of life and property through accident prevention and increased efficiency of engineering and enforcement, the cost of an accident records unit is inconsequential.

It is not so much a question of "can we afford an accident records unit?" as it is a question of "can we afford to not to have one?"

Accident Record Help

All of the Public Safety Memos dealing with the organization and operation of a city traffic accident record bureau, with illustrations of methods for recording accidents, have been gathered together in a *Manual On City Traffic Accident Records.*

Copies of the manual may be obtained for $1.00 from the National Safety Council, 425 N. Michigan Ave., Chicago 11, Ill.

Order by title and Stock No. 329.84

(Reprints of this Fact Sheet are available. See page 28.)

THE YEAR IN WASHINGTON

A summary of the year's activities in safety

by Harry N. Rosenfield

A SURVEY of Washington's safety activities during the past year can serve two functions: to review what took place, and to assess what it foretells for next year. Sometimes here, as elsewhere, "coming events cast their shadows before".

Owing to space limitations, I shall dwell principally on major Congressional actions. At the outset, it is well to note that, like last year, Congressional interest centered mainly on transportation and traffic safety. (My describing a bill or development is not to be taken as indicating the position of the National Safety Council with respect thereto.)

Highway Safety

Perhaps one of the most significant, if little discussed developments is that transportation safety has come of age in Congress, and has achieved organizational status and power within the Congressional committee structure. In 1958, the Roberts Subcommittee on Traffic Safety was a special committee of limited jurisdiction. This year, it is is a standing subcommittee on health and safety, with broad jurisdiction and authority.

Two bills from this new subcommittee were passed by the House of Representatives and await Senate action next year:

1) H.R. 1341 (Roberts) requires the Secretary of Commerce to determine which "reasonable safety devices" are mandatory for non-military motor vehicles bought by the U. S. Government, and to publish commercial standards for such safety devices.

Although in terms limited to federally-owned vehicles, the bill is designed by its sponsor to "promote the production of safer vehicles . . . for sale to the public." The Roberts committee told Congress that it expected the bill would "hasten the day when such safety features become standard equipment on all passenger-carrying motor vehicles offered for sale to the public." A similar expectation was voiced by Gen. George C. Stewart in his testimony expressing the National Safety Council's support for H.R. 1341.

In self defense against attacks that this bill means federal domination of the automobile industry, and federal take-over of the designing and engineering of automobiles, Congressman Roberts said:

"I don't see any reason why autos should be any more exempt from federal stafey standards than airplanes. There is regulation over civil aviation. It is the same principle as making canned goods and drugs come up to the standards of safety. The auto industry ought to put every known practical safety device on cars."

And elsewhere he said:

"We believe the federal government should take leadership in things like pure food and drugs, like we did in safety in refrigerator door construction, and like we did with our airplanes, like we did with the railroads, like we did with the Flammable Fabrics Act, where we set certain standards of flammability. We did not take over that industry; we do not take over this one. . . . The federal government has accepted responsibility for making safety requirements in all fields of interstate commerce. Whatever the cost, it will not be unreasonable. No one can put a dollar value on human life. . . ."

2) H.R. 8238 (Schenck) directs the Surgeon General of the Public Health Service to conduct a study—and report to the Congress within two years, with recommendations—on the health hazards resulting from motor vehicle exhausts. The committee said that such "research is necessary to establish criteria upon which engineers can develop better control methods."

Congress passed, and the President signed a third bill that came out of the Roberts subcommittee, the four year extension of the Federal Air Pollution Control Act, H.R. 7476, PL86-365. Earlier, Senator Engel of California warned: "It may be that positive federal restriction ultimately would be required. . . ." on air pollution. Considerable steam was generated by an Administration-sponsored National Conference on Air Pollution, which recommended a vigorous development by industry of exhaust system control devices, a study by the auto industry of maintenance aspects of the auto exhaust-air pollution problem, and a continuation of government research. The Surgeon General of the Public Health Service just predicted that within two years a practical, efficient and economical device will be available to render auto exhaust fumes harmless.

Agree on Need

In the extensive debate on the recently adopted financing program for the highway construction bill, both the President and Members of Congress urged traffic safety as a justification for action.

Much more can be said on Washington's interest in traffic safety, but I shall add only the Secretary of Commerce's report "The Federal Role in Highway Safety." Traffic safety people are so familiar with this document that it would be pointless for me to describe it at length. It is of major significance because (1) it stakes out a substantial area of federal responsibility in the national traffic safety field, (2) it calls for "an official working focus in the federal government," and (3) it points an accusing finger—gently, albeit clearly—at public and private traffic safety organizations for their failures to take steps necessary to advance highway safety. Although no direct action has yet been taken on this report, its reverberations must be reckoned with in traffic safety.

Harry N. Rosenfield is the Washington counsel of the National Safety Council.

Other Transportation Developments

Commercial, marine and aviation transportation also figured in Congressional action.

The Senate approved S. 1806, to amend the Transportation of Explosives Act, and to bring under ICC jurisdiction the transportation of radioactive materials and etiological agents, all in the interest of safety.

S. 2118 became law, PL86-244, authorizing the Coast Guard to prescribe regulations governing life-saving, fire-fighting and other safety devices aboard vessels.

The Congress passed, but the President vetoed, H.R. 8728, which would have delayed for one year, until April 1, 1961, the effective date of the provision of the Federal Boating Act of 1958 requiring federal registration of boats with over 10 horsepower.

In aviation safety, the relationship of safety to airport construction was very thoroughly debated in connection with the enactment of the new Federal Airport Construction Act. Administrative action dealt, among other matters, with (1) age limits for airline pilots, sought to be established for safety reasons, (2) the frequency of pilot proficiency checks, and (3) establishment of a Collision Prevention Advisory Group to probe the field and contribute research. And the U. S. Public Health Service has made a grant to the Flight Safety Foundation to start a nationwide study of private-flying safety.

Industrial Safety

S. 2568 became law, PL86-373. It creates a Federal Radiation Council, to centralize responsibility for general standards and guidance to federal executive agencies in their operating regulations for radiological health protection. In addition, the new law permits some decentralization through authorizing states to assume certain regulatory responsibility for the public's protection from radioactivity.

Atomic energy and its safety aspects were matters of deep concern both to the Congress and the executive establishment. The AEC established a new Office of Health and Safety. The AEC's General Advisory Committee and the National Advisory Committee on Radiation (advisory to the Public Health Service) both urged transfer to the national and local public health agencies of responsibility over radiation safety. Senate hearings have been held on legislation designed to achieve this result.

The Senate Committee on Labor and Public Welfare approved S. 743, to broaden the application of the Federal Coal Mine Safety Act to mines employing 14 or less individuals.

Home Safety

The Senate passed S. 2197, proposed by the Administration, to regulate the use of color additives in food, drugs and cosmetics within safe tolerance limits.

Many bills, and some limited House hearings, were devoted to efforts to combat the lethal effect of plastic bags upon small children, but no legislative action was taken during the past year.

Farm Safety

Regulations governing federal farm placement programs were made more stringent, in the interest of safety. The Attorney General of the United States ruled that safety considerations were legitimate criteria for determining whether farm laborers should be placed in certain jobs. And in the Mexican farm labor placement program, new federal regulations required safe transportation arrangements because, allegedly, state laws failed to deal adequately with the matter.

National Accident Prevention Center

Just prior to adjournment of Congress, Congressman Roberts introduced H.R. 9243, to create a National Accident Prevention Center in the United States Public Health Service. Under its terms, the Public Health Service would

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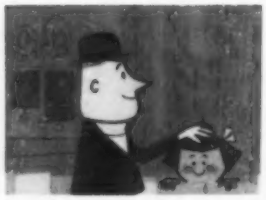
Drivers in Waukegan, Ill. are being stopped by police for doing the right thing. This unusual action is part of a campaign to reward courteous drivers. Mrs. Shirley Ward (above) was one of the first drivers to receive a Courteous Driver Award from Officer Richard Lodesky. The award takes the form of a bright red windshield sticker. Stickers and all promotional material for the campaign are provided free of charge to police departments by the Sealed Power Corp. of Muskegon, Mich.

When Signs Take A Holiday

Here are some scenes from the movie and a statement from Horace C. Heimerhoff himself which explain what happens when signs go berserk



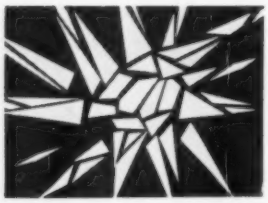
Horace C. Heimerhoff is a mild mannered man—pleasant, polite, contented.

He is a good neighbor and a good citizen—and almost always obeys the law. But . . .

Oh oh, what's the matter here? A parking ticket? But the sign says no parking.

"Traffic signs—ooh how I hate 'em! I wish there wasn't a sign in the whole world."

Strangely enough, his wish is suddenly granted. All street and highway signs disappear.



And without traffic signs to guide them, motorists begin crashing into each other.

"Oh oh . . . maybe that wasn't such a good idea. Maybe we do need signs."

Yes, Horace, we do need signs. Our forefathers discovered this years ago.

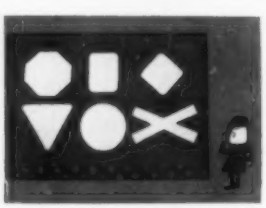
Trails blazed on trees were some of the common signposts in earlier days.

Travelers in horse and buggy days needed signs too. Early signs appeared at rail crossings.

Later, when automobiles appeared, signs were needed to mark danger spots in the road.

As more cars were built and folks traveled faster and farther, many signs appeared.

. . . and it soon became plain that traffic signs and signals had to be standardized.



The result—six basic shapes that everyone today should know. Let's review them.

"I've learned my lesson! Traffic signs are our friends. They are truly our Signs of Life."

"They help us stay alive in traffic . . . make it easier for us to drive and walk safely."

HORACE SPEAKS?

Call me Horace C. Heimerhoff. I'm an actor. I mean like Hamlet, man. Crazy!

Multitudes of cats and ringers have put the question to me, "How come you and this new flick *Signs Take A Holiday?* It doesn't splash when you throw it to me."

"It splashes, man," I tell them, "You're just from Drysville." Then I give 'em a load of scoop.

I was wheeling my heap on the concrete one day when this cube in a no top wagon shoots out and almost crumples me. He had so much frost between the ears he didn't even know what a yield sign was. Man, that bugged me. I buzzed over the problem once or twice just to look at the geography. Man, it was big. I mean extensive. You know there are still cubos who don't dig traffic signs?

Then this hey charlie boy reads me the *Signs Take A Holiday* reel and I flipped for it. Man, this flicker is a swingin' silver flash.

I play the part of a Square who wishes away all traffic signs and signals—and brother what happens then will really set fire to your curling broom. I end up by getting the word but good on what the Signs of Life mean.

Anyone who eyes this movie and still can't read the writing on the wall is buried. I mean deep.

This movie orbits. That's truth, man. Not code.

TRANSLATION

Horace says the film *Signs Take A Holiday* is a good movie with a serious message. We think you will agree!

The film is also a bargain. The Council is selling prints below cost to assure the widest possible distribution.

Address orders and inquiries to: National Safety Council, 425 N. Michigan Ave., Chicago 11, Illinois.

Order by title and stock no. 379.42. Each: 1, $60.00; 2-9, $55.00; 10 or more, $48.00.

A companion leaflet, using the art from the movie has also been published. Five hundred copies of the leaflet will be given free with each film purchased.

The Arabs have a cure!

News From Overseas

To uninitiated Western eyes, the Near East is as mysterious and inscrutable as the Far East—perhaps even more so, for the Far East is at least familiar to the hundreds of thousands of American servicemen who have been stationed there since 1945.

But Saudi Arabia! There's a name that conjurs images of minarets and mosques, deserts, camels, oil-riches, feudal sultans, harems and Rudolph Valentino.

The idea of a car in such an environment is somehow preposterously anachronistic. And the idea that Arabia — horse-back, camel-borne, ox-drawn Arabia—might have, much less need, a code of motor vehicle regulations seems out of the question.

Nevertheless, Saudi Arabia not only has cars, but a twentieth century traffic problem as well.

The Saudi approach to solving traffic problems is set forth in the government motor vehicle regulations dated 28 Muharram 1369, which on Western calendars would be 19 November 1949.

The stern penalties fixed on certain violations are enough to make harrassed American traffic officials faced with chronic traffic offenders sigh enviously at their Arab colleagues.

For example, Article 48 as amended:

"If a vehicle turns over while traveling or the driver is the cause of collision with or over-turning of another vehicle, and it is proved by the technical investigation that the over-turning or the collision arose from the driver's poor handling of the vehicle or from his neglect to inspect its parts before starting, he shall be liable for the cost of the damage he has caused; he shall officially be given fifty lashes in front of a large group of drivers; for the first offense his license shall be withdrawn and he shall not be permitted to drive for the period of one year. The personal rights of the owner of the car shall be taken care of in connection with the court's findings against the driver. For the second offense, he (the driver) shall henceforth not be permitted to drive and his license shall be withdrawn finally."

No doubt more than a few American judges have been tempted to use something more than their tongues to lash flagrant offenders.

Auto passengers also merit some special protection from the law in Arabia.

"If a passenger requests the driver to stop, for sudden illness or prayer-time and the driver does not comply with the request, he shall be fined 20 to 50 quirsh.

"If a driver requests a tip from the passengers, using a threat as a means to obtain it, provided this is proved upon investigation, he shall be forced to return what he took from them and shall be imprisoned for a period of from one week to one month."

And camels on the road also get special consideration.

"A driver must sound his horn continuously at the mere approach of a pedestrian or mounted man or of camels or other animals and must slow down enough to avoid danger, until those in front take heed and get off the road. If the animals are frightened by the sound of the horn or the sound of the engine, he must stop blowing the horn and stop the engine until the animals have gotten out of the way."

Finally, imagine what this regulation would do to traffic on America's over-crowded roads.

"When a driver traveling on a public roadway meets another vehicle, both must keep to the right and slow down to a pedestrian's pace."

Failure to do so may be described as reckless driving, and as such is subject to a punishment of imprisonment for a period of two to eight days or a fine of from 50 to 220 Saudi Quirsh.

However, "a fine may be accepted in place of imprisonment, at the rate of 25 Saudi Quirsh for each day, except in the case of imprisonment for having caused a death, fracture, or loss of a member of the body, which may not be changed to a fine. Imprisonment may be substituted for a fine, with imprisonment for one day for each 25 Saudi Quirsh."

That should reassure anyone with a taste for foreign travel. People are the same all over. Even in Arabia, time is money.

AN ACTION PROGRAM FEATURE

Some of the things which can save lives in the deadly hours...

Between dusk and dawn

by Gerald Kaminski

DARKNESS!

Poets rhapsodize about it. Song writers sing songs about it. There *is* something appealing about it. It means rest after a hectic day . . . peace and contentment.

But, as with so many things, there is another side of the coin. Darkness means death also. Sudden, violent, disfiguring death.

For drivers and pedestrians, darkness means triple danger.

This is the time of the year when darkness is with us more than ever. The days are shorter, the nights longer. More night driving is done in the six months from November to April than in the six month period from May to October.

And that means more accidents . . . more injuries . . . more deaths.

These are the hard facts. Night driving is considerably more hazardous

than day driving—more hazardous in both urban and rural areas. In urban areas 57 per cent of the traffic deaths occur at night. In rural areas 53 per cent of the traffic deaths occur at night. If these figures appear innocuous, compare the death rates per 100,000,000 vehicle miles. In urban areas the daytime rate of two jumps to five after dark, and in rural areas the rate lunges upward from five to 15 after dark.

The great differences between the day and night rates leave no doubt that night driving is more hazardous than day driving.

The same is true for pedestrians. About 70 per cent of all pedestrian fatalities occur at night.

Where To Begin?

What can be done about the problem?

For the engineer there are a couple of long and short range programs which are being carried on in communities across the nation.

The development of adequate street and highway lighting has been most impressive during the past decade or so. A large portion of the presently completed sections of the Inter-state Highway System, for example, are distinguished by brilliantly lighted interchanges. Also, many urban communities—most of the real lighting progress has been made in urban areas—have revolutionized their street lighting systems.

In Chicago, for example, more than 3,000 of the city's 3,900 miles of streets have been relighted in one of the nation's most progressive street lighting modernization programs. About 95 per cent of that city's residential streets and over 80 per cent of the business and arterial streets now have modern lighting.

In a recent election, the voters of Chicago approved a $25 million bond issue to carry the program forward. This approval was won on the basis of performance. In spite of an increase of 16 per cent in vehicle registrations night-time fatal accidents on relighted arterial streets have been reduced by nearly 50 per cent.

The relighting program has had the added benefit of reducing crime.

These are the gains which one city has made. Unfortunately, it may be a long time before such improvements are a real part of the whole national experience. There is much room for improvement.

The national lighting picture looks something like this: In the cities, lighting generally ranges from good to poor. In rural areas, excluding expressway and toll roads, lighting generally ranges from poor to none at all—with the largest proportion of rural roads being in the "none at all" category.

"Well, that's dandy," someone says. "But where is our town going to get the money for a relighting program. And if we had the money it'd take a year to get the lights up!"

True enough. Modern lighting pays big safety dividends, but it does require an investment of capital and time. You can get the money. Many communities have. Voters and taxpayers will buy modern lighting because it saves lives by preventing accidents and because it reduces crime rates. In the long run, modern lighting saves money too. Chicago engineers estimate that their new high efficiency lighting will save the city about $560,000 a year on its electricity bill—and give more light at the same time. (See *Light Up Your Streets For Safety,* TRAFFIC SAFETY, July, 1958.)

But there are short range engineering solutions to the night driving problem also. A modest investment in reflectorized stripping and paint greatly increases the night driver's ability to see hazardous obstructions, abutments or construction work. A little paint can light up traffic signs, make them snap out of the darkness and instantly alert night drivers.

How can enforcement help solve the problem? For years it has been a safety truism that enforcement reduces accidents. A recent and comprehensive study made in Chicago substantiates this claim once again.

"Traffic enforcement during Chicago's most hazardous period, the months from November through April, has an immediate effect on traffic accidents . . . Increased enforcement decreases accidents," the report said.

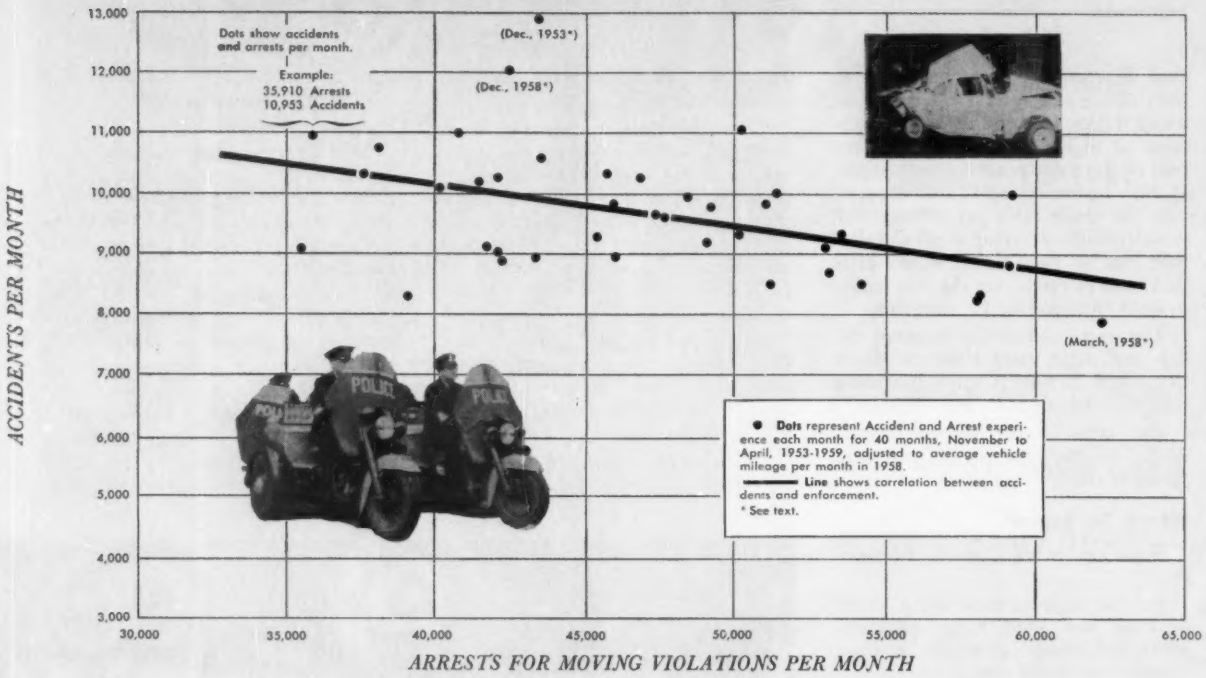
The report, an independent study made by the Citizens Traffic Safety Board of Metropolitan Chicago, spotlights the impact of enforcement in reducing traffic accidents during the months of the year when traffic conditions are most hazardous. Each added increment of 1,000 arrests for moving violations in these months results in a decrease of 69 accidents, the study showed.

POOR VISIBILITY at night multiplies the hazards of daytime traffic.

The study covered the years 1953 through August, 1959. Six-month periods were compared, with detailed analysis of the November through April segments of each year for a total of 40 months. During these "dark months" when nightfall comes earlier than in the remainder of the year, the accident rate was 14 per cent higher than in the months May through October, when Chicago is on the daylight-saving time schedule.

"In these months of higher acci-

ENFORCEMENT DECREASES ACCIDENTS



A study by the Citizens Traffic Safety Board shows that each additional 1,000 arrests for moving hazardous violations reduces accidents by 69. "Every increment of 1,000 arrests eliminated 69 accidents in the period analyzed," the study reports.

The graph shows a sloping line drawn through a field of dots. Dot placement shows the combined accident and arrest experience in each month. There are 40 dots. The sloping line illustrates the relationship of enforcement and accidents. The angle of the slope demonstrates the impact increased enforcement had on accident reduction during the November-April segments of the 6½ years. While the dots are scattered, the "star map" pattern is probably due to the influence of weather, road conditions and differences in types of violations selected for enforcement emphasis.

Some dots are placed outside the general field. These are "mavericks" and indicate months when accidents were influenced more than average by factors other than enforcement. Farthest deviations from the pattern were in December, 1953 and December, 1958, when precipitation throughout both months was far above normal and streets were icy and slippery. December 1953 had the highest accident rate, and only 13 other months recorded fewer arrests. March, 1958 recorded the highest arrest rate and the lowest accident rate, 18 per cent lower than the average for the 40 months.

dent rates, enforcement had the greatest effect in reducing numbers of accidents," the study reported. "When moving arrests for individual months were higher than average, accidents were lower than average. Conversely, when there were fewer arrests, accidents increased. A significant degree of variability in accident rates in the period studied can be attributed to the range of enforcement during the 40 months analyzed."

Increased police activity in traffic law enforcement has an immediate effect on lowering accident rates. Overall, the study showed that in months of high enforcement levels fewer accidents were recorded in the same month.

The report warned, however, that a reduction of 69 accidents in any current experience cannot be guaranteed every time an additional 1,000 arrests are made.

"Accidents and the frequency with which they occur in any period are influenced by many factors other than enforcement. Weather, road conditions and traffic volumes are involved as well as variations in enforcement practices," the report said.

Engineering and enforcement. Now, what about education?

"Public education for safety," Howard Pyle, president of the National Safety Council, recently said, "is still the one weapon which we use inconsistantly and inexpertly. And, strangely enough, it is the one weapon which can convince large numbers of people of the threat to life which accidents represent.

"Good engineering and design can protect people from each other. Enforcement can protect people from themselves. But education helps people to help themselves, and by helping themselves they help those of us with

a personal dedication to the safety movement.

"An educated public will pay for good engineering. An educated public will support enforcement. Finally, an educated public will commit itself to safe practices, and all of this means that lives will be saved—which is, after all, what we have been called to do."

Where to begin? You might very well start your after dark driving planning by sitting down with your local officials to discuss the subject of enforcement and night traffic accidents in your community.

If officials decide to step up their night enforcement efforts, you can build public support for the proposed action. Prepare the public for it so they will recognize the need and cooperate. Keep the public informed throughout the program, and publish the results after it is over. Use radio, TV, newspapers and any other available media to put it across. (See *Public Safety Education—Some of the Ground Rules,* TRAFFIC SAFETY, September, 1959.)

Self Help Aids

The major portion of your program will probably be concerned with telling the individual how he can protect himself and others against night traffic hazards.

The night driver's most important safeguard is illumination. This starts with a thorough check of his car lights, including the aim of the headlight beam.

Correct use of lights should also be stressed. Motorists must turn on their driving lights at the first hint of dusk. Parking lights are not bright enough.

Dimming bright lights when meeting or following other cars and taking proper precautions when an emergency necessitates a roadside stop are also lifesaving measures.

Displays in auto dealer windows, TV chalk talks, picture stories and features in newspapers and spot announcements on radio can bring the message to the public. Case histories of accidents in which neglect of these points were contributing factors can be played up in all media.

The necessity for alertness can't be over emphasized. Constant vigilance can keep the driver safe in the midst of danger. Remind the public of this in radio and TV spot announcements, newspaper stories, slogans and jingles.

Reduced speed is the driver's best bet at night. When a driver sees an object in his path he must be able to stop before he reaches it. Since stopping distances increase as speed is stepped up, the night driver must always restrict himself to a speed that will enable him to stop within his headlight range.

Another important factor in safe night driving is a mechanically sound car because immediate response of the vehicle is a must in crucial situations. You could combine publicity on reducing speed and checking for mechanical conditions, since there is a natural tie-in. Window displays, TV or group demonstrations, or any visual presentation can get these points across.

You can reach the drivers who make up the bulk of the evening rush-hour traffic through the plants and offices in which they work. Contact local business and industrial firms and urge them to distribute leaflets, put up posters and issue reminders on PA systems warning employes of dusk driving hazards.

Don't neglect the pedestrians and the bike riders. Warn them that they can see a car's headlights far sooner than the driver can see them, and that their two principal means of protection are to stay alert and to make themselves visible.

Window displays, demonstrations at club meetings and on TV, and picture features in newspapers are excellent ways of showing how to dress safely at night. They can also show how to make bikes visible.

Youngsters on the streets at night —especially those in dark clothes— are in particular danger.

Coverage on the women's pages of newspapers and women's and children's TV programs and demonstrations at schools, women's clubs and PTA meetings are your best publicity bets.

Throughout your program stress the fact that the hours of greatest danger are those from 5 to 8 p. m.

Finally, keep in mind the fact that safety is the only public service area to which the individual citizen can effortlessly donate his personal services and participation. In public education this is a tremendous advantage. The individual citizen can donate money to cancer research, for example, but he cannot, ordinarily, do anything personally to solve the problem of cancer, Howard Pyle recently observed. "Public safety," he added, "is the one area in which each citizen's individual actions are a matter of intimate influence in the community welfare. We can and must convince every socially conscious citizen that his personal actions and example—beyond mere adherence to the law—are an important contribution in the fight to save lives."

SIGNS that leap out of the darkness give drivers earlier warning.

NIGHT DRIVING

The time: dusk. The place: a two-lane country road. The situation: a driver edges out to pass a slower car ahead. He scans the road carefully, observes an oncoming car approaching at an apparently safe distance, and pulls out to pass. Suddenly he freezes. The oncoming car is almost upon him. It's deceptive parking lights have tricked him.

Difference of night and day

THE most important rule to remember concerning night driving is that we cannot drive at night with the same habits and attitudes that we drive with during the day.

Driving at night is like driving in another world.

The other world

STATISTICS prove conclusively that, in traffic, more fatal accidents occur during the hours of darkness—especially during the hours from 5 to 8 p.m.—than occur during the daylight hours.

In the early evening hours, darkness sneaks up on travelers and catches them with their daytime habits still in use. The heavy traffic during the evening rush hour is undoubtedly another important factor in the 5 to 8 p.m. toll.

The fact is night driving is considerably more hazardous than day driving—more hazardous in both urban and rural areas. In urban areas about 3 out of 5 of the traffic deaths occur at night. In rural areas at least half of the traffic deaths occur at night. On a percentage basis the figures are very deceptive—until we remember that while many fewer people drive at night than during the day, as many, or more, people are killed at night than during the day. Compare the number of people killed per 100,000,000 vehicle miles. In urban areas the daytime death rate of 2 jumps to 5 after dark, and in rural areas the rate rockets upward from 5 to 15 after dark.

The great differences between the day and night death rates leave no doubt that night driving is much more hazardous than day driving.

How much can you see?

NINETY per cent of the decisions drivers make and the actions they take are based on what they see. Unless we can adequately see where we are going, it is only natural that we will get into more trouble during the hours of darkness.

Artificial light cannot compare in seeing efficiency with natural light. Further, artificial light introduces the additional problem of glare. Darkness reduces the reliability of visual clues which we use in driving and results in driver errors in judging distance and speed. Because he sees so much less, the night driver has less time and space in which to avoid collisions or apply the brakes.

Studies show that the faster you drive at night, the less far ahead you can see. Actual tests show that a driver doing 20 m.p.h. can see and identify objects 80 feet further away than a driver going 60 m.p.h.

And at night your eyes play tricks. You can see an unexpected object only about half as far ahead as you can see an expected one. Thus, you can see your own driveway much sooner than something you don't expect, and the unexpected could be almost anything. Slow down!

As the driver gets older the problem of distinguishing objects becomes more acute. The average 55-year-old person with 20/20 vision needs twice as much light on the same object as does a 20-year-old with the same vision.

It is up to the driver to make sure that his eyes are periodically examined, that glasses are obtained if needed and that they are worn. Just because your eyes were OK when you passed your original driver's test, however many years ago, doesn't mean they are adequate now.

Vision defects are exaggerated — and are, therefore, much more dangerous—by the difficulties of night driving.

What to do . . .

DARKNESS calls for a special type of driving. The most important requirements are increased alertness, better control of the car and reduction of speed.

Pull into the stream of traffic more cautiously than in daytime. Be sure the way is clear when entering main streets or thoroughfares from parking areas or side streets. Not only do you see less at night, but other drivers have more difficulty seeing you.

Weaving in traffic is always dangerous, but more so at night. Observe lane markings and keep to the right except when passing.

Pass with extra care. Be sure you have enough passing room. Remember, you can't see as far ahead at night as in daylight. Use added caution at bridges, narrow lanes and places where the road may narrow down. Be sure you can see signs and directional markers before proceeding.

Pedestrians are hard to see at night—especially when they are wearing dark clothing. Always give them the right-of-way and allow for poor judgment or confusion on their part.

Give the driver ahead of you plenty of room at night, and be particularly alert in watching for his signals. If you follow too closely, your headlights (even on low beam) will reflect in his rear view mirror and seriously reduce his vision. His reduced vision increases his chances of getting into trouble, and your following too closely increases your chances of getting into trouble right along with him.

Stay well within your own lane, particularly on curves, and watch out for approaching drivers who may be out of their lane or on the wrong side of the street.

Watch out for parked or stopped vehicles on the roadway either with poor lights or no lights at all. The safe, and smart, driver will always try to get his disabled vehicle off the roadway and will place flares or lights in the proper position to alert other drivers well in advance of the hazard.

At the first sign of drowsiness, do something about it. Get off the roadway as soon as possible. If you don't have a competent relief driver, take a rest before continuing. Also, take rest periods more often than during daylight driving.

Don't over drive your headlights. You *must* see where you are going. If you are driving 60 m.p.h., it will take you, under average conditions, about 366 feet to stop. If you can see only 200 feet ahead, you will be in serious trouble if a stopped vehicle or other obstruction requires you to stop at that speed.

Put on your directional signals well in advance to allow for decreased visibility.

Don't use parking lights when in motion. You need your driving lights to see and to be seen.

Make special adjustments for bad weather at night. Bad weather further reduces your already severely limited vision.

Dim your instrument panel lights to avoid glare inside the car.

If an approaching driver fails to dim his lights after you signal him, don't keep your bright lights on, too. Dim your lights and keep your eyes on the road shoulder or the lane edge to guide you. Slow down.

Never trust your judgment in estimating the speed of an approaching vehicle by its headlights.

If you *must* stop at night . . .

take special precautions to pull off the roadway as far as possible.

Give approaching traffic some kind of warning about the hazardous situation which they are exposed to. Use flags or reflectors or, best of all, lights or flares spaced out along the road behind your car to alert night drivers.

Leave your parking lights on. It is also a good idea to turn on the inside dome light.

Stay away from the road. If you must work close to the road, try to position yourself so that the flow of traffic is in your field of vision.

Make your repairs or get help as quickly as possible.

(Reprints of this Fact Sheet are available. See page 28.)

BOOSTERS

USE THESE AIDS . . .

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Night Driving (329.96-27)
Accident Records (329.96-28)

Order by title and stock no., e.g. **Boat Trailers** (329.96-2). NSC reprint prices: pkgs. of 50, $3.90; 100, $5.35; 500, $15.00; 1000, $28.00. Subject to 10 per cent member discount.

INFORMATION ON ACCIDENT RECORDS

PUBLIC SAFETY MEMOS

Technical discussions of basic traffic accident records techniques. Prepared by leading traffic authorities, revised periodically to provide latest information available. Prices of individual Memos are based on number of pages.

329.01-40. Filing City Traffic Accident Reports by Location.
329.01-51. Accident by Age of Driver.
329.01-59. Analyzing Bicycle Accident Records.
329.01-70. Encouraging the Reporting of Traffic Accidents.
329.01-75. Traffic Accident Spot Maps.
Each (any selection): 1—$.30; 2—$.22; 10—$.15.

329.01-106. Accident Records as a Base for Planning Traffic Enforcement in Rural Areas.
329.01-107. Accident Records as a Base for City Enforcement Planning.
329.01-72. Standard Reporting System for Accidental Deaths.
329.01-111. Standard Punched Card Code for City Accident Reporting Systems.
Each (any selection): 1—$.60; 2—$.45; 10—$.30.

329.01-69. Standard City Traffic Accident Reporting System.

Has been revised, printed and is now available. It up-dates city traffic accident reporting systems and includes all revisions of accident report and summary forms approved by the Committee on Uniform Traffic Accident Statistics. The manual, *Uniform Definitions of Motor Vehicle Accidents,* is included in the Memo.

This publication is of special significance because the recommended accident report and summary forms will be the basis for evaluating such items in the 1960 Inventory. If cities are not using these forms, or similar adapted forms, they will not earn maximum credit on these items in the 1960 Inventory.

Each: 1—$1.20; 2—$.90; 10—$.58.

MANUAL ON CITY TRAFFIC ACCIDENT RECORDS

Copies of Public Safety Memos dealing with the organization and operation of a city traffic accident record bureau, with illustrations of methods for recording accidents.

329.84. Each: $1.00.

MATERIALS

ORDERS FOR NEW POSTERS SHOWN CANNOT BE SHIPPED UNTIL AFTER MARCH 1

TRAFFIC ACCIDENT RECORD FORMS

Special forms for recording, reporting, and analyzing traffic accidents. Sample copies sent free if stamped self-addressed envelope sent with request.

321.16. Traffic 1. Police Report, Motor Vehicle Traffic Accidents.

321.14. Traffic 11A. Standard Summary, Motor Vehicle Traffic Accidents (City).

321.15. Traffic 11B. Standard Summary, Motor Vehicle Traffic Accidents (city) continued.

321.40. Driver Record 4.

321.50. Monthly Summary of Motor Vehicle Accidents 5 (short form for states).

321.81. Traffic Accident and Enforcement Summary 8A (State).

321.82. Traffic Accident and Enforcement Summary 8B (State).

321.83. Traffic Accident and Enforcement Summary 8C (State).

321.84. Traffic Accident and Enforcement Summary 8D (State).

321.90. Traffic Enforcement Tally Sheet 9 (City).

321.91. Traffic Accident and Enforcement Summary 10A (City).

321.92. Traffic Accident and Enforcement Summary 10B (City).

Each (any selection): Minimum order 100—$.022; 1000—$.019.

321.17. Traffic 1D. Police Report, Motor Vehicle Traffic Accident.

Each: Minimum order 100—$.036; 1000—$.029.

321.23. Traffic 12. Standard Motor Vehicle Traffic Accident Tally Sheet.

321.33-1. Traffic 13. Standard Summary of Motor Vehicle Traffic Accidents (State).

321.33-2. Traffic 13. Standard Summary of Motor Vehicle Traffic Accidents (State) continued.

Each: Minimum order 10—$.077; 100—$.055.

Include title and Stock No. in all orders.

NEW TRAFFIC POSTERS FOR APRIL POSTING

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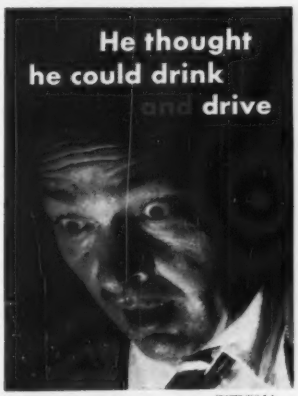
T-1802-A 8½"x11½"



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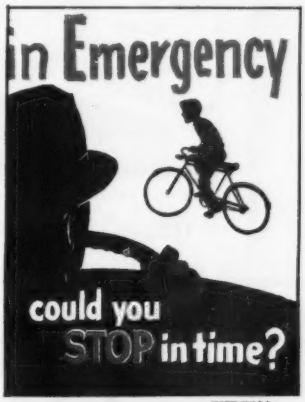
T-1803-B 17"x23"

ALTERNATE POSTERS FOR APRIL POSTING

(These posters may be ordered for immediate delivery)



©NATIONAL SAFETY COUNCIL

T-1526-C 25"x38"
T-1527-A 8½"x11½"

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T-1544-B 17"x23"

PRICES FOR ABOVE POSTERS

Traffic Posters—T-prefix to number

	1-9	10-99	100-999	1000-4999*
A Size	$0.17	$0.12	$0.07	$0.06
B Size	.30	.20	.165	.132
C Size	.40	.30	.24	.22

YOUR CREDIT LINE can be imprinted at time of the press run on Traffic B and C posters only. Orders for imprints on April posters above must be received by February 10, 1960.

Imprinting charges for these posters are $2.25 per lot plus an initial charge for each electroplate of $21.00 for C poster imprint and $12.50 for B poster imprint.

*Write for prices on quantities of 5,000 or more for special rates on annual poster orders.

PRICES SHOWN ARE SUBJECT TO A DISCOUNT OF 10% TO NATIONAL SAFETY COUNCIL MEMBERS

FLEET POSTERS

POSTER PRICES

Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). Automatic service is provided in the following categories:

City Truck	City Bus	Annual price 1-4 sets, $9.90; 5-49, $7.80; 50 or more, $6.44.
Intercity Truck	Intercity Bus	
Sales Truck	Taxicab	
Truck Terminal	Bus Terminal	

Posters are available for individual selection at the following prices:

	1-9	10-99	100-999	1000-4999*
A size, any selection	.17	.12	.07	.06
B size, any selection	.32	.23	.195	.155

All prices shown are subject to a 10% discount to National Safety Council Members. *Write for prices on quantities of 5,000 or more. See page 29 for prices of posters with T-prefix.

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V-1769-B **17x23**

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1610-A **8½x11½**

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1022-A **8½x11½**

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1003-B **17x23**

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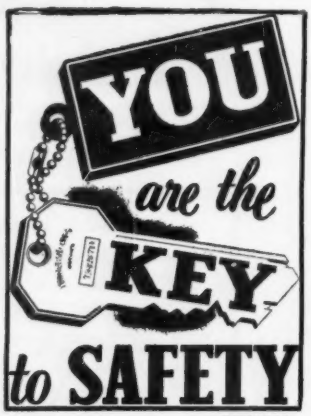
1271-A **8½x11½**



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1041-B **17x23**

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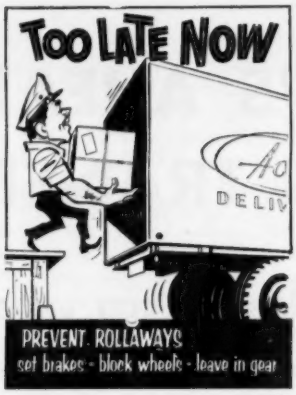
1104-B **17x23**



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V-1768-B 17x23

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V-1767-A 8½x11½

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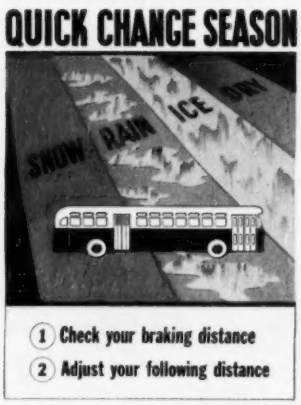
V-8566-B 17x23

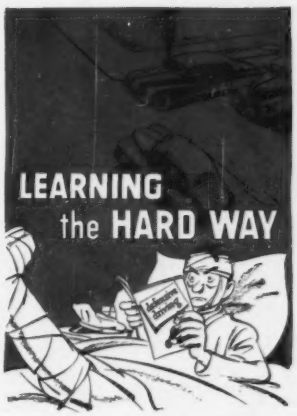


NATIONAL SAFETY COUNCIL

V-9465-B 17x23

NATIONAL SAFETY COUNCIL

V-8343-A 8½x11½



NATIONAL SAFETY COUNCIL

V-8499-B 17x23

NATIONAL SAFETY COUNCIL

V-8453-B 17x23

AVOID
RIGHT TURN ACCIDENTS
• Check to the rear
• Signal your intentions
• Slowly position vehicle near curb
• Wait for traffic to clear
• Proceed with caution

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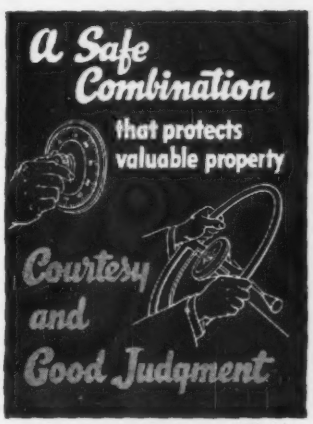
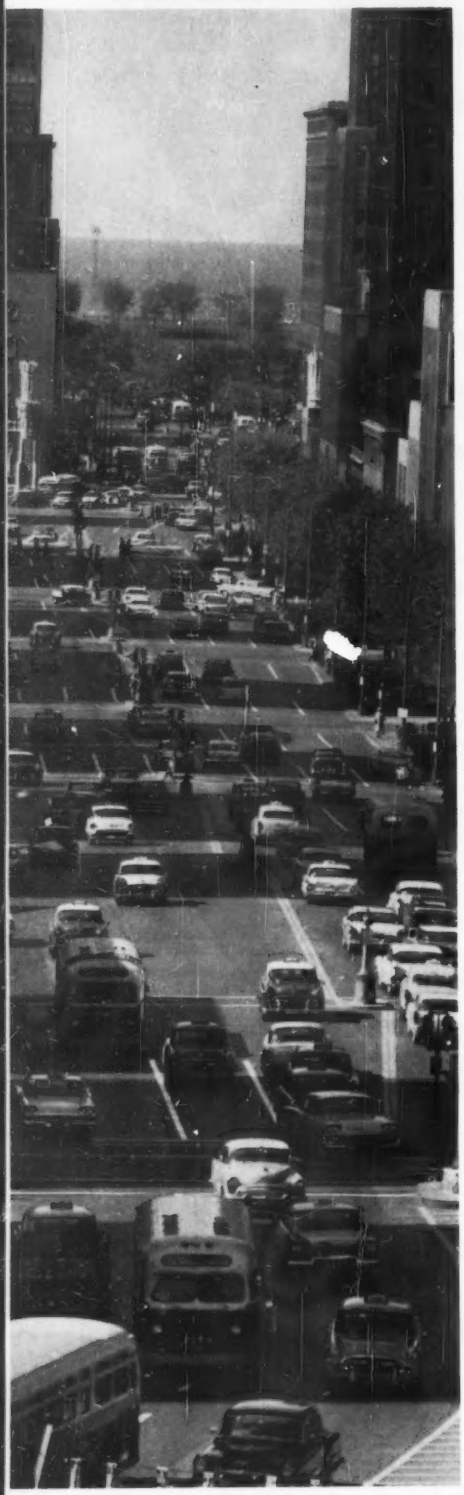
V-0822-B 17x23



NATIONAL SAFETY COUNCIL

V-9131-A 8½x11½



WHAT'S AHEAD IN TRANSIT

What safety directors can expect from the rapidly changing urban scene in the decade ahead

by E. F. McCallum, Jr.

I SUSPECT that most safety directors have long since learned not to be surprised at anything. No doubt this ability will be of great help to them in meeting what lies ahead in the 1960's.

The transit safety director deals primarily with people—his group of employes and the passengers they serve. His concern with science and technology is essentially with its end-product, and how the new devices may be used safely by people to serve people.

New and revolutionary sources of motive power are in the making. The judgment of experts, however, leans toward the conclusion that it is unlikely that these sources of power will come into widespread use in the transit industry in the decade ahead. Considerations of cost and of military priority no doubt underscore this conclusion. So perhaps transit safety directors have yet a few years before they have to come to grips with problems of radiation or jet exhaust.

One problem is already upon us, however—that is the changing character of the cities we serve. Vast formless changes have already taken place, and most of our cities have lost their basic compactness. One large American city reports that one-third of its urban land area is occupied by roadways and parking facilities.

E. P. McCallum, Jr., is president of the Memphis Transit Co.

The multi-billion dollar highway programs of the 1960's will lay bare of human habitation increasingly greater parts of our cities to make way for the omnivorous automobile. Yet will all this really solve our traffic problems? An editorial in the *Engineering News-Record,* quoted at page 20 of *Safety in the 60's,* gives this answer:

"Let it be said loud and clear and often enough to sink into everyone's mind: The great new national highway program *won't solve traffic problems in the cities of the United States* . . . In fact, it could strangle them with still more vehicular traffic . . . The blind spot is in the matter of what must be transported to the cities. What must be brought in is PEOPLE—not vehicles, PEOPLE. Considerations of keeping the city alive, getting its work done, are concerned primarily with people, not with what transports them."

Sam S. Taylor, general manager of Los Angeles traffic, is quoted as saying:

"Our people thus far have continually preferred private conveyance, and we have endeavored to accommodate them. This cannot go on indefinitely, however. *We will run out of space.*"

Safety in the 60's summarizes:

"From our previous comments on land use and from certain rather rigid requirements in terms of square feet, the argument concerning space seems uncontrovertible. . . . Should traffic

engineers compute the space needed even at two-thirds of the estimates . . . nevertheless the constant stream of more and more cars *makes the space problem unanswerable.*"

Thus we seem to be altering the character of our cities in pursuit of a solution which solves nothing, of an answer which answers nothing. Bear in mind that these statements I have quoted are not from mass transportation people, whose motives would naturally be suspect as self-serving, but are from sources wholly dissociated from the transit industry, speaking strictly in terms of mathematical measurements of space.

Better highways will undoubtedly accelerate the changes in the urban pattern that have already taken place on highways not so good.

T. L. Blakeman, a New Jersey planning engineer of note, and a former vice president of the American Institute of Planners, in an article in a recent issue of *Traffic Quarterly* points out that planning and zoning an urban area without reference to whether the resulting transportation demand can be met satisfactorily and without astronomical cost is a major failure in our city planning techniques. Pointing out that the shape of cities has always been determined by the time involved in getting to work, Blakeman states:

Auto Created Headache

"It was not until the invention of the internal combustion engine, however, that the city and urban living *lost all form, shape, efficiency and desirability.* . . . So the automobile not only wrecked the city but in doing so it created its own market. Because of the way development has sprawled over the landscape, it is almost impossible to provide any form of transportation at a reasonable rate; so it is up to the individual to provide his own transportation at an unreasonable rate. The population is spread so thin and so irregularly that rail rapid transit is out of the question and it takes a smart operator to make even the ubiquitous bus pay."

The thin and irregular population pattern mentioned by Blakeman strikes a familiar note to transit operators. It costs just as much to operate a bus in a thinly populated area as it does in a heavily populated one, so that the thinner the population the sooner cost exceeds possible revenue.

This is graphically demonstrated by the fact that in a 300-foot block occupied by apartments there will be 50 or more families as potential bus riders; where there are row houses on narrow lots the same block will contain less than 30 units of potential riders; where we go to single family houses on the old standard 50-foot lots, the number of families in the block drops to 12; and when we go to the 100-foot lots common in the newer areas, the family units drop to six per block.

Bad Planning

When we also take into consideration that the areas of lowest population density are always those at the greatest distance, the combined effect of *long-haul* and *low passenger potential* give transit a headache that will take not one, but all three ingredients, and perhaps more that television commercials haven't invented yet. And the penchant of subdivision designers for dead-end and discontinuous streets has made a bigger mess than all 41,000 miles of freeways can clean up.

Another and equally significant change in the character of our cities is the dispersal of business and industry, which follows the dispersal of people. Transit and downtown are equally vital to each other. Because the central business district has been the destination of most people, transit lines have always centered on downtown. Since all transit lines converge there, it is easy and convenient to reach downtown directly from all parts of the city, and this, of course, is mutually beneficial to downtown business and to the transit operator. Except in those cities which have already allowed too much of their downtown area to be demolished for the moving and storing of automobiles, downtown is still the center of concentration of finance and retail trade.

But as a city grows larger and its population disperses, there is a corresponding dispersal of business and industry, which creates for mass transportation a serious problem of multiple destinations of passengers. Obviously every transit line cannot go directly from every section of the city to every one of a dozen or more important suburban centers. This is a fundamental problem for transit today.

The transit industry's safety people may well expect new and enlarged problems arising out of the changes in the character of our cities. Greater traffic congestion means greater exposure to accidents. New roadways result in higher speeds, increasing severity of accidents, even though possibly reducing frequency. The necessary periods of road construction will so overlap that the prevention of accidents peculiar to construction detours will be a continuing major concern. As people live farther and farther from their work, they are inclined to drive faster and more recklessly, so that the harassed suburbanite hurrying home may well become a specialized highway hazard.

On the credit side, I think we can expect in the 1960's a tightening of financial responsibility and compulsory insurance and mechanical condition inspection laws. Certainly anyone who is irresponsible enough to drive a mechanically defective vehicle or a vehicle without liability insurance today is too irresponsible to be permitted to run amuck on our streets at all. The increased tightening of laws and administrative procedures for the revocation of licenses and the impounding of vehicle tags should go far toward cutting down the number of irresponsible drivers. As Charles L. Dearing puts it on page 101 of *Safety in the 60's* we should, in the decade ahead, expert to:

"(1) Limit the use of public highways and streets to those individuals who are capable and willing to recognize and meet the personal and legal responsibilities of driving a vehicle under prevailing conditions of traffic movement and motor vehicle technology.

"(2) Limit the use of highways to motor vehicles that are mechanically capable of safe operation at all times."

Things To Come

We can expect more uniform traffic laws and firmer and more effective traffic enforcement, aided by new devices such as radar, TV cameras, and helicopter patrols.

I think also we can expect greater recognition and attention to the trained professional traffic engineer. Since streets are to carry traffic, streets should be designed by *traffic engineers, not by construction engineers.*

The growing realization that more highways and more cars have failed

and of necessity will continue to fail to meet the transportation needs of our urban areas presents to the transit industry a challenge and an opportunity which are summarized in the 1958 report of Chairman Frank V. Ragsdale of the Memphis Transit Committee. Referring to the transit system as a "public facility vital to the existence of the urban community," the report states:

"The vital importance of transit to a city lies in the simple fact that one bus, which requires no storage space, carries the same number of people as are normally carried in 20 to 30 automobiles.

"It requires little imagination to see that in those city areas where economy of ground space and compactness of buildings is essential there cannot be enough acreage to move and store the vehicles that would be required for everyone to travel in his own individual conveyance, no more than office buildings could provide individual elevators for each tenant and each visitor."

Forget the Past

The transit industry can meet its challenge and take advantage of the opportunity it has, only if it takes off the dead hand of the past, forgets "what we used to do" and devotes its energies to doing what must be done today. New concepts and attitudes of service must be adopted, and the oft-repeated statement, "we've always done it this way," must be outlawed.

Costs must be reduced. Now the reduction of cost doesn't mean firing everybody or trying to hold wages below a fair and reasonable level. It does mean, of course, that everybody is going to have to pull his own weight, and here I make no invidious comparisons between the ranks of labor and management, because we all know there have been some pretty good freeloaders on both sides of the fence.

Nor do I think the great majority of transit people, be they labor or management, really like to go through the revolving door on somebody else's push. I believe the great majority of our people are good solid citizens who certainly prefer to do a good day's work for a company which is getting ahead thereby, than to just put in time for a company that is going to the dogs. Ingenuity, innovation, the development and use of new and more efficient methods and techniques of utilizing equipment and equipment mileage are musts for transit in the 60's. Above all, safe, courteous, and dependable service must be furnished.

Transit must be operated at a satisfactory margin of profit, and this is equally true of public operations, although another word may be substituted for profit. Investors must be paid for the use of their money just as regularly and as well as employes are paid for their services, and for exactly the same reason—they won't work unless they get paid. The transit system, whether public or private, must establish a satisfactory earnings record in order to get the funds necessary for the job ahead. This is going to be the most difficult problem of all because of inflation. In specific terms, it is how to get the money to replace a bus that cost $18,000 ten years ago with a bus that costs $33,000 today.

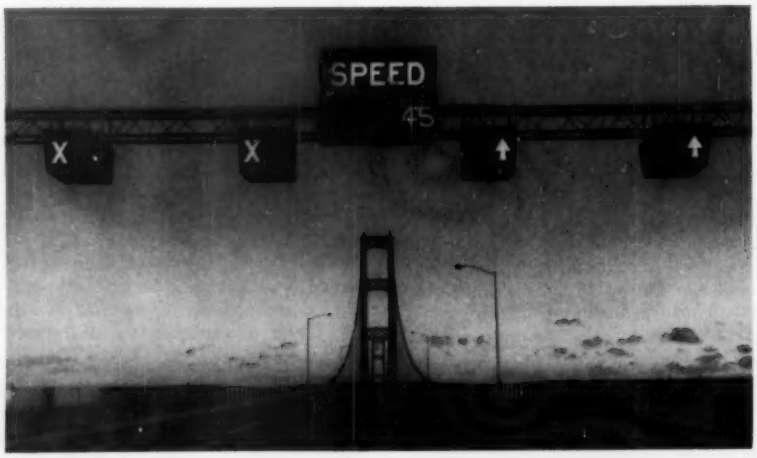
Taxation, in many cases, is the difference between victory and defeat, life or death. Unlike its automobile competition, transit is essentially a tax *payer* rather than a tax *eater*. More and more cities and states, recognizing the vital importance of transit service to the public and to the economical survival of cities, have reduced or eliminated many taxes which added disproportionately to the cost of bus travel. Unfortunately, no reduction is in sight of the federal taxes which take 52 cents out of every dollar of income and add 10 per cent to the cost of every bus.

Whether transit can survive in the 1960's as a private enterprise, or will more and more have to be taken over as a tax-exempt public function, may depend largely upon the tax picture. Truly, the power to tax is the power to destroy.

A good safety program must begin in the board room. Safety directors can, I believe, expect more and more of the real support from top management, which is essential for the success of any safety program.

Good labor relations are essential

To Page 50



This new traffic control device recently went into use on Michigan's 5 mile long Mackinac Bridge. The design specifications were developed by the state highway traffic division and will also be used on Michigan's urban expressways. Speed indicators are a deep orange. Arrows indicating open traffic lanes are green. The X, a deep orange, indicates the lane designated is closed to traffic.

Unwanted Drivers Get Bad Press

Six types of drivers are unwanted in Michigan—and the Michigan Association of Chiefs of Police are widely advertising the fact.

Through an aggressive six-month Unwanted Driver Program, the chiefs hope to persuade drivers that voluntary compliance with traffic laws is a good way to reduce Michigan's mounting traffic accident toll.

Here are the unwanted types: "the stop sign drifter," "the too fast con," "the drinkard," "the bumper pusher," "the two lane tramp" and "the no-yield bully."

According to Charles F. Pegg, president of the Association and police chief of East Lansing, the program has enlisted the personal efforts of some 300 police chiefs in Michigan urban communities. The Michigan State Police are assisting in rural areas.

"Police officials everywhere are concerned about two major problems," Pegg said. "There is a growing gap between the ratio of enforcement manpower and population along with increasing demands and responsibilities in all areas of enforcement.

Must Reduce Violations

"With Michigan's traffic accidents again climbing, the first thought of many is to increase traffic enforcement efforts. Even if this were the proper solution, neither our local communities nor the state have indicated the ability to meet the additional costs of such increased enforcement.

"The alternative we are proposing will cost the taxpayer nothing. It is simply to have fewer people breaking traffic laws.

"If we can persuade all our good Michigan drivers to voluntarily comply with our state and community traffic regulations—stressing the danger of so-called 'little violations'—we know they will be less likely to get killed or injured on our highways. And as police officers, we will be happy to write fewer tickets," Pegg concluded.

The Unwanted Driver program gets its name from a series of poster-

To Page 44

Judges of the 1959 newspaper safety writing competition of the American Trucking Associations pick a winner from among the many entries received in the annual competition, now in its fifth year. Nine cash prizes totaling $2,700 and six merit citations were given by the judges for articles and editorials which were chosen as most effective in promoting highway safety. Shown left to right are Charles C. Clayton, editor of the *Quill* published by Sigma Delta Chi, national journalism fraternity; Harry F. Reutlinger, managing editor of the *Chicago American;* and Howard Pyle, president of the National Safety Council.

Prize Winners Announced in ATA Safety Writing Competition

Three writers for daily and weekly newspapers in Alabama, New York and Kentucky have been named winners of first place awards in the 1959 Newspaper Safety Writing Competition of the American Trucking Associations.

The winners of the contest's top $500 prizes were Daniel D. Roper of the *Birmingham News,* first in the series of stories category; Robert E. Buyer of the *Buffalo Evening News,* first in the single story class, and Gilbert R. Barley, chief editorial writer of the *Menifee County Journal* of Frenchburg, Ky., in the editorial division.

Nine cash prizes totaling $2,700 and six merit citations were given for articles and editorials which were judged most effective in promoting highway safety. Certificates and plaques also were won by the writers and the newspapers they represented.

Roper's series of six stories, entitled "I saw Death Ride the Highways," presented in dramatic terms actual cases of highway accidents from the files of the Alabama Highway Patrol. The case histories illustrated traffic violations which resulted in the greatest loss of life among Alabama motorists.

Buyer's prize-winning story was a grim and moving account of the experience of a man whose wife and five-year-old daughter were killed and another of his three children critically injured in an automobile accident.

"Who'll Tell the Family?" is the title of the editorial which won Barley $500. In it he warns parents that when they violate highway laws they may have "signed the death warrant" of their children, since the childrens' safety attitudes are largely determined by the example their parents set.

Driver Training Course Pays Off for Gas Utility

Not content with three straight Fleet Safety Awards, Manufacturers Light and Heat Co. of Pittsburgh, Pa., is in the midst of a concentrated driver training course to achieve an even better record.

The firm, which operates 1,089 vehicles in the Pittsburgh area, had an accident rate of .76 per 100,000 miles in 1958, compared to the national average of 1.51. Pittsburgh group companies have steadily decreased their accident rate from .98 per 100,000 miles in 1956 to .88 in 1957 and .76 last year. Each time, Safety Director A. R. Kelliher accepted a plaque from the National Safety Council representing first place over 24 other large gas utilities in the country.

Test *All* Drivers

In May, 1958, the company inaugurated a driver refresher course, with the objective of testing every employe who drives a company-owned vehicle. Since that time, 1,730 employes have taken the refresher course. One division has gone 571,000 miles without an accident since completing the course.

An integral part of the course is a check of the experienced driver's reaction to traffic problems and emergency situations through use of the Aetna Drivotrainer. The driver's adherence to given speed limits, his reaction time on the brake, and overall control of the car is recorded electronically in an adjacent control unit.

Tip-Off On Deficiencies

Manufacturers Light and Heat Co. does not use the Drivotrainer as a judgment against the employe's driving ability. Results are used more as a guide to discover discrepancies in driving fundamentals.

The course is designed to process six applicants over a period of three hours. It follows these basic steps:

First, employes take a specially designed eye test. Results are recorded and any defect or deficiency is brought to the attention of the employe by the instructor.

This is followed by a 15-minute discussion on the objectives of the course and an explanation of the equipment used. Participants then watch a safety film and take a general written test on driving principles. Employes score their own papers and discuss results with the instructor.

The group is then briefed on the operation of the Drivotrainers, the central control system and the scoring method. The actual Drivotrainer test follows, after which scores are tabulated. These scores are discussed with participants; weaknesses and errors are emphasized.

The final segment of the course is a general discussion stressing accident prevention during which pertinent safety pamphlets are distributed.

"Those test results convince me that my sense of observation is not as keen as it used to be. I'm going to have to be much more careful when I drive." This frank self-appraisal by an employe is typical. Nine out of 10 employes who have taken the test are enthusiastic about it and feel that it should be given every two or three years to all drivers.

Company officials share this enthusiasm and feel that ever-shrinking accident rates more than compensate for the cost of the program.

Retraining drivers who are already well trained helps point out driving deficiencies which have slipped through. Manufacturers Light and Heat Co. of Pittsburgh hopes to further cut record low accident rate.

Announce Inventory Traffic Court Awards

Connecticut and Illinois have received awards from the American Bar Association for their legislative progress affecting traffic courts.

The association also recognized 40 cities for improvement in achieving national standards for traffic courts.

The awards were based on information from the Traffic Courts Section of the National Safety Council's annual Inventory of Traffic Safety Activities for 1958. Judges were members of the Standing Committee of the Traffic Court Program of the American Bar Association.

Connecticut won the award for its sweeping legislation that reorganized courts trying traffic cases and established a full time judiciary on a circuit court basis.

Illinois was recognized for abolishing the fee system of justices of the peace, establishing their salaries and drastically reducing their number.

The association also gave a special award to New Jersey's Office of State Court Administrator, headed by Edward B. McConnell, for continued excellence in the administration of courts trying traffic cases.

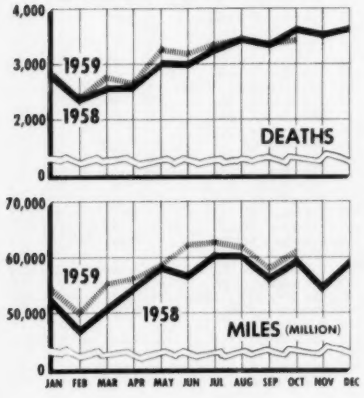
October Improvement

From Page 6

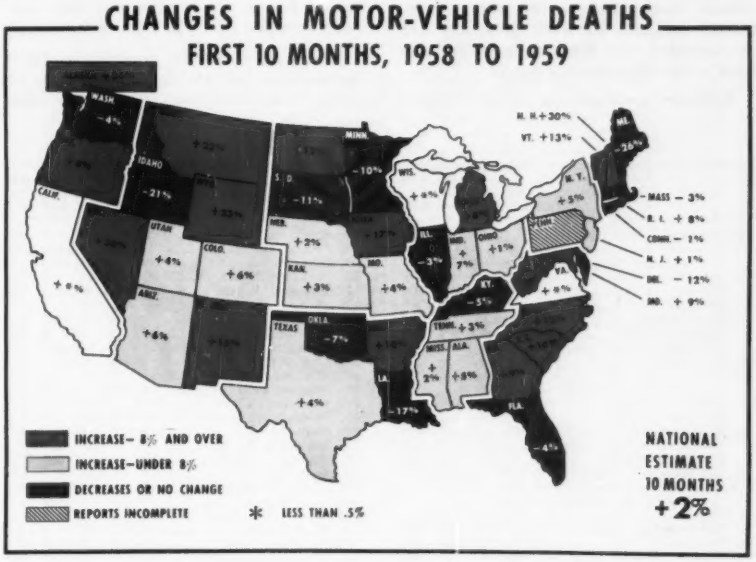
The leading cities in each population group at the end of 10 months, ranked according to the number of deaths per 10,000 registered vehicles were:

	Reg. Rate	Pop. Rate
Group I (Over 1,000,000)		
Detroit, Mich.	2.7	8.6
Chicago, Ill.	2.9	7.7
Philadelphia, Pa.	3.0	7.2
Group II (750,000 to 1,000,000)		
St. Louis, Mo.	2.7	9.4
Washington, D. C.	2.9	7.3
Cleveland, Ohio	3.0	9.6
Group III (500,000 to 750,000)		
Minneapolis, Minn.	1.7	6.7
Buffalo, N. Y.	1.8	6.7
Seattle, Wash.	1.8	8.8
Group IV (350,000 to 500,000)		
Indianapolis, Ind.	1.9	9.1
Portland, Ore.	2.2	10.8
San Antonio, Tex.	2.2	10.0
Group V (200,000 to 350,000)		
Wichita, Kans.	0.6	3.7
Rochester, N. Y.	0.8	3.1
Toledo, Ohio	0.9	4.2
Group VI (100,000 to 200,000)		
Yonkers, N. Y.	0.4	1.3
Rockford, Ill.	0.5	3.0
Saginaw, Mich.	0.7	3.3
Group VII (50,000 to 100,000)		
Evanston, Ill.	0.0	0.0
Dubuque, Iowa	0.0	0.0
Colorado Springs, Colo.	0.3	1.9
Group VIII (25,000 to 50,000)		
Wyandotte, Mich.	0.0	0.0
Vancouver, Wash.	0.0	0.0
Boise, Idaho	0.0	0.0
Group IX (10,000 to 25,000)		
Boulder, Colo.	0.0	0.0
Englewood, Colo.	0.0	0.0
Santa Cruz, Calif.	0.0	0.0

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS 1958-1959



CHANGES IN MOTOR-VEHICLE DEATHS FIRST 10 MONTHS, 1958 TO 1959



MOTOR VEHICLE DEATHS AND CHANGES

Months	DEATHS				PERCENTAGE CHANGES				
					Corresponding Month			4 Mos. Mov. Ave.*	
	1956	1957	1958	1959	1956-1959	1957-1958	1958-1959	1957-1958	1958-1959
January	2,954	2,882	2,770	2,830	— 4%		+ 2%		— 1%
February	2,652	2,508	2,360	2,380	—10%		+ 1%		— 1%
March	2,940	2,843	2,560	2,760	— 6%		+ 8%		+ 1%
April	2,970	2,933	2,580	2,680	—10%		+ 4%		+ 4%
May	3,094	3,065	3,010	3,220	+ 4%		+ 7%		+ 5%
June	3,338	3,302	3,000	3,150	— 6%		+ 5%		+ 6%
July	3,555	3,308	3,210	3,340	— 6%		+ 4%		+ 5%
August	3,535	3,635	3,450	3,450	— 2%		0%		+ 4%
September	3,653	3,365	3,330	3,330	— 9%		0%		+ 2%
October	3,476	3,466	3,600	3,420	— 2%		— 5%		0%
10 Mos.	32,167	31,307	29,870	30,560	— 5%		+ 2%		
November	3,603	3,620	3,510			— 4%		— 1%	
December	3,858	3,775	3,620			— 3%		— 1%	
Total	39,628	38,702	37,000						

All 1956 and 1957 figures are from the National Office of Vital Statistics. The 1958 and 1959 figures are National Safety Council estimates.

The 1959 national estimate is arrived at by assuming that the percentage change from 1958 to 1959 in the states reporting for both years reflects the 1958-1959 change in the entire country. First reports are preliminary, so revisions are made from time to time as later reports are received for the various months. Thus, figures above for 1959 may differ slightly from figures for the same months which will be published in future issues of TRAFFIC SAFETY.

*Four Months Moving Average is based on changes between the totals for four months instead of one month. For example, the October figure shows the change between the totals for July-October 1958 and July-October 1959, etc. Adding several months together tends to smooth out single month changes which may be affected by differences in the number of weekends in a month from one year to the next, random variations, etc.

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or work premises) are not included, nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1959 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1958 and were supplied by R. L. Polk & Company.

Cities are ranked by registration death rates—from low to high. When two or more cities have exactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1959 compared with 1958.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950, or later censuses taken by the U. S. Bureau of the Census.

	Ten Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
ALL REPORTING CITIES				2.2	8.5
Group I (1,000,000 and over)					
1. Detroit, Mich.	138	115	143	2.7	8.6
2. Chicago, Ill.	239	250	253	2.9	7.7
3. Philadelphia, Pa.	126	131	127	3.0	7.2
4. Baltimore, Md.	90	93	90	3.4	10.5
All cities in this group				3.6	8.3
5. New York, N. Y.	556	498	476	4.8	8.6
Group II (750,000 to 1,000,000)					
1. St. Louis, Mo.	67	51	56	2.7	9.4
2. Washington, D. C.	50	47	52	2.9	7.3
All cities in this group				2.9	9.3
3. Cleveland, Ohio	74	76	93	3.0	9.6
4. San Francisco, Calif.	72	54	71	3.0	11.1
Group III (500,000 to 750,000)					
1. Minneapolis, Minn.	29	37	34	1.7	6.7
2. Buffalo, N. Y.	33	45	43	1.8	6.7
3. Seattle, Wash.	42	53	35	1.8	8.8
4. Milwaukee, Wis.	38	29	33	1.8	6.4
5. Dallas, Tex.	55	57	51	2.3	11.4
All cities in this group				2.4	9.7
6. Pittsburgh Pa.	43	58	44	2.5	7.6
7. Houston, Tex.	88	68	76	2.7	14.9
8. Cincinnati, Ohio	47	42	52	2.7	9.8
9. New Orleans, La.	54	54	62	3.6	10.8
10. San Diego, Calif.	61	72	49	3.9	14.6
Group IV (350,000 to 500,000)					
1. Indianapolis, Ind.	35	26	32	1.9	9.1
2. Portland, Ore.	37	34	35	2.2	10.8
3. San Antonio, Tex.	38	42	47	2.2	10.0
4. Memphis, Tenn.	28	25	22	2.3	6.9
5. Denver, Colo.	45	33	30	2.4	11.4
All cities in this group				2.8	11.1
6. Oakland, Calif.	36	38	40	2.9	11.2
7. Louisville, Ky.	38	41	26	3.0	11.2
8. Birmingham, Ala.	41	29	34	3.6	13.7
9. Kansas City, Mo.	44	31	28	3.6	10.9
10. Atlanta, Ga.	66	59	62	4.3	16.1
Group V (200,000 to 350,000)					
1. Wichita, Kan.	7	12	14	0.6	3.7
2. Rochester, N. Y.	9	19	18	0.8	3.1
3. Toledo, Ohio	12	18	25	0.9	4.2
4. Flint, Mich.	10	10	12	1.2	5.6
5. Tulsa, Okla.	14	11	14	1.3	7.5
6. Providence, R. I.	10	13	15	1.3	4.8
7. Syracuse, N. Y.	10	10	9	1.5	5.6
8. Norfolk, Va.	12	18	8	1.6	4.9
9. Grand Rapids, Mich.	16	14	15	1.7	9.0
10. Long Beach, Calif.	22	28	47	1.7	7.9
11. Oklahoma City, Okla.	22	21	18	1.7	9.3
12. Dayton, Ohio	19	20	22	1.7	7.6
All cities in this group				1.8	8.3
13. Miami, Fla.	32	35	28	1.9	14.8
14. Richmond, Va.	18	23	17	1.9	9.1
15. Fort Worth, Tex.	28	25	28	2.2	10.2
16. St. Paul, Minn.	25	25	28	2.2	9.6
17. Omaha, Neb.	26	19	23	2.7	11.2
18. Jacksonville, Fla.	22	34	14	2.7	10.6
19. Akron, Ohio	29	36	47	2.8	11.3
20. Worcester, Mass.	15	10	10	3.2	8.9
21. El Paso, Tex.	33	40	22	5.0	15.8
Group VI (100,000 to 200,000)					
1. Yonkers, N. Y.	2	3	5	0.4	1.3
2. Rockford, Ill.	3	4	10	0.5	3.0
3. Saginaw, Mich.	3	5	11	0.7	3.3
4. Corpus Christi, Tex.	4	12	13	0.7	3.3
5. Lincoln, Neb.	3	2	3	0.7	3.0
6. South Bend, Ind.	4	8	7	0.8	3.6
7. Hartford, Conn.	4	2	3	0.8	2.6
8. Peoria, Ill.	4	6	8	0.9	4.2
9. Erie, Pa.	5	5	10	0.9	4.4
10. Newport News, Va.	3	13	11	1.0	3.4
11. Tacoma, Wash.	8	10	13	1.2	6.1
12. Lansing, Mich.	6	6	7	1.2	6.4
13. Trenton, N. J.	7	6	7	1.2	6.6
14. Montgomery, Ala.	6	5	1	1.3	6.2
15. Spokane, Wash.	9	16	16	1.3	5.7
16. New Haven, Conn.	6	4	9	1.3	4.3
17. Reading, Pa.	5	7	10	1.3	5.3
18. Niagara Falls, N. Y.	4	5	4	1.4	4.7
19. Madison, Wis.	6	6	5	1.4	6.5
20. Bridgeport, Conn.	7	3	12	1.4	5.0
21. Roanoke, Va.	5	8	8	1.4	5.9
22. Elizabeth, N. J.	5	8	11	1.6	5.1
23. Dearborn, Mich.	10	22	19	1.6	9.3
24. Amarillo, Tex.	7	2	6	1.6	8.4
25. Salt Lake City, Utah	14	17	11	1.7	8.7
26. Fort Wayne, Ind.	11	6	9	1.7	8.6
27. Waterbury, Conn.	5	4	4	1.7	5.3
28. Canton, Ohio	9	6	10	1.7	8.7
29. Berkeley, Calif.	7	9	5	1.8	7.1
30. Des Moines, Iowa	14	15	12	1.9	9.2
31. Nashville, Tenn.	13	21	10	1.9	9.0
32. Glendale, Calif.	9	5	10	2.0	9.4
33. Pasadena, Calif.	11	10	18	2.0	11.5
All cities in this group				2.0	9.2
34. Utica, N. Y.	6	4	5	2.1	7.0
35. Little Rock, Ark.	9	10	7	2.1	10.1
36. Arlington, Va.	11	4	6	2.2	8.3
37. Gary, Ind.	12	12	16	2.2	8.1
38. Duluth, Minn.	8	15	12	2.2	9.1
39. San Jose, Calif.	18	18	17	2.2	13.6
40. Savannah, Ga.	10	5	11	2.3	9.2
41. Kansas City, Kan.	13	5	8	2.3	12.0
42. Shreveport, La.	15	7	11	2.4	11.2
43. Austin, Tex.	14	6	8	2.5	10.2
44. Evansville, Ind.	13	6	10	2.5	9.2
45. Allentown, Pa.	10	6	5	2.5	10.7
46. Baton Rouge, La.	15	15	5	2.6	11.9
47. Sacramento, Calif.	21	11	11	2.7	16.0
48. Youngstown, Ohio	15	11	16	2.7	9.7
49. Charlotte, N. C.	17	14	15	2.7	13.1
50. Waco, Tex.	11	6	8	3.0	13.1
51. St. Petersburg, Fla.	23	12	19	3.0	20.8
52. Albuquerque, N. M.	25	17	16	3.6	17.6
53. Hammond, Ind.	12	17	18	3.9	13.2
54. Mobile, Ala.	23	16	19	4.1	15.9
55. Phoenix, Ariz.	40	25	11	4.3	30.0
56. Chattanooga, Tenn.	21	18	15	4.4	19.2
57. Lubbock, Tex.	21	7	1	4.9	24.0
Group VII (50,000 to 100,000)					
1. Evanston, Ill.	0	0	3	0.0	0.0
2. Dubuque, Iowa	0	0	2	0.0	0.0
3. Colorado Spgs., Colo.	1	4	3	0.3	1.9
4. Racine, Wis.	1	2	1	0.3	1.5
5. Bethlehem, Pa.	1	0	6	0.4	1.6
6. Ann Arbor, Mich.	1	3	0	0.4	2.2
7. New Rochelle, N. Y.	1	2	1	0.5	1.6
8. Portland, Maine	1	6	6	0.5	1.5
9. Lorain, Ohio	1	5	4	0.5	2.0
10. Oak Park, Ill.	1	1	2	0.5	2.0
11. Euclid, Ohio	1	5	3	0.5	1.9
12. Elmira, N. Y.	1	0	1	0.6	2.2
13. Bloomfield, N. J.	1	0	4	0.6	2.4
14. Medford, Mass.	1	1	4	0.6	1.8
15. Cuyahoga Falls, Ohio	1	3	0	0.6	2.4
16. Cedar Rapids, Iowa	2	4	5	0.6	3.0
17. Binghamton, N. Y.	2	3	6	0.7	2.9
18. Terre Haute, Ind.	2	4	2	0.7	3.3
19. Muskegon, Mich.	2	2	6	0.7	4.2
20. Lancaster, Pa.	2	2	4	0.7	3.6
21. Springfield, Ill.	3	5	2	0.7	4.4
22. Battle Creek, Mich.	2	2	6	0.7	4.4
23. Schenectady, N. Y.	3	4	4	0.8	3.7
24. Reno, Nev.	2	4	2	0.8	4.6
25. Mansfield, Ohio	2	2	3	0.8	4.6
26. Kalamazoo, Mich.	3	4	4	0.8	4.8
27. Anderson, Ind.	2	2	3	0.8	4.7
28. Asheville, N. C.	2	2	7	0.9	4.5
29. Fort Lauderdale, Fla.	4	4	4	1.0	7.6
30. Joliet, Ill.	3	6	5	1.0	6.0
31. Wheeling, W. Va.	2	6	7	1.0	4.1
32. Raleigh, N. C.	3	5	3	1.1	5.1
33. San Leandro, Calif.	3	4	4	1.1	5.6
34. Pontiac, Mich.	5	14	3	1.2	7.2
35. Orlando, Fla.	7	0	4	1.2	9.4
36. Aurora, Ill.	3	2	5	1.2	6.2
37. W. Palm Bch., Fla.	4	4	3	1.2	9.4
38. Mt. Vernon, N. Y.	3	2	1	1.3	4.7
39. Wilkes-Barre, Pa.	3	6	3	1.3	4.7
40. Lwr. Merion Twp., Pa.	2	1	3	1.3	4.2
41. East Orange, N. J.	3	4	8	1.3	4.2
42. White Plains, N. Y.	3	2	2	1.3	7.1
43. Jackson, Mich.	4	1	4	1.3	7.8
44. Passaic, N. J.	2	2	3	1.3	4.2
45. New Britain, Conn.	3	5	2	1.3	4.1
46. St. Clair Shores, Mich.	3	2	0	1.4	5.8
47. Pensacola, Fla.	4	3	1	1.4	9.4
48. Munsie, Ind.	4	2	3	1.4	7.4
49. East Chicago, Ind.	2	3	5	1.4	4.0
50. Augusta, Ga.	4	5	2	1.5	6.4
51. Covington, Ky.	3	3	5	1.5	4.9
52. Brookline, Mass.	2	5	2	1.5	4.2
53. Johnstown, Pa.	4	3	5	1.5	7.5
54. Greenville, S. C.	4	2	5	1.5	7.4
55. Columbia, S. C.	6	2	10	1.6	7.5
56. Hayward, Calif.	5	6	5	1.6	10.9
57. Pomona, Calif.	4	8	5	1.6	7.7
58. Alexandria, Va.	6	3	5	1.6	8.3
59. Newton, Mass.	5	7	7	1.6	6.9
60. Bay City, Mich.	4	1	3	1.6	7.9
61. Winston-Salem, N. C.	6	6	10	1.7	7.9
62. Huntington, W. Va.	5	4	6	1.7	6.9
63. Manchester, N. H.	4	3	2	1.7	5.5
64. Fullerton, Calif.	3	3	4	1.7	7.1
65. Macon, Ga.	6	2	5	1.7	10.2
66. Lynchburg, Va.	3	9	5	1.7	6.8
67. Lake Charles, La.	4	5	3	1.7	8.6
68. Lexington, Ky.	5	4	3	1.8	9.0
69. Alameda, Calif.	4	1	1	1.8	6.6
70. Stamford, Conn.	5	3	3	1.8	6.9
All cities in this group				1.8	8.1
71. Springfield, Mo.	6	3	9	1.9	9.0
72. Warren, Ohio	5	3	5	1.9	9.5
73. San Angelo, Tex.	4	4	8	1.9	8.7
74. Lincoln Park, Mich.	3	3	7	1.9	6.6
75. Santa Monica, Calif.	5	8	10	1.9	7.9
76. Richmond, Calif.	6	4	3	2.0	7.2
77. Charleston, S. C.	3	4	2	2.0	5.1
78. Topeka, Kan.	9	10	6	2.0	13.0
79. W. Hartford, Conn.	3	1	1	2.0	6.2
80. Lakewood, Ohio	4	5	2	2.0	6.8
81. Springfield, Ohio	6	6	3	2.0	8.2
82. Santa Ana, Calif.	8	1	6	2.0	13.9
83. Ogden, Utah	6	6	5	2.0	11.0
84. Meriden, Conn.	3	1	4	2.0	7.0
85. Santa Barbara, Calif.	6	7	2	2.1	12.9
86. Portsmouth, Va.	5	4	4	2.1	7.0
87. Waukegan, Ill.	4	2	2	2.1	9.5
88. Sioux Falls, S. D.	5	1	4	2.1	10.1
89. Woonsocket, R. I.	3	1	4	2.1	7.2
90. West Allis, Wis.	3	5	3	2.1	5.7
91. Waltham, Mass.	3	3	2	2.1	7.2
92. Pawtucket, R. I.	5	2	1	2.2	6.9
93. Davenport, Iowa	6	2	5	2.2	8.9
94. Decatur, Ill.	8	12	6	2.3	12.2
95. Stockton, Calif.	11	12	14	2.4	17.3
96. Compton, Calif.	7	10	8	2.4	13.2
97. Abilene, Tex.	7	2	2	2.4	13.8
98. Greensboro, N. C.	8	16	9	2.5	11.8
99. Norwalk, Conn.	4	7	9	2.5	7.9
100. Wichita Falls, Tex.	8	5	3	2.7	10.6
101. Hampton, Va.	6	15	8	2.7	9.0
102. Pueblo, Colo.	10	2	6	2.7	14.5
103. Waterloo, Iowa	7	6	4	2.7	12.0
104. Council Bluffs, Iowa	5	4	1	2.8	11.3
105. Burbank, Calif.	11	8	3	2.8	14.5
106. Gadsden, Ala.	4	3	4	2.8	7.5

	Ten Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
107. Durham, N. C.	8	6	5	2.9	13.5
108. Green Bay, Wis.	7	5	5	2.9	15.3
109. Miami Beach, Fla.	7	6	5	3.1	16.5
110. Columbus, Ga.	10	7	3	3.1	13.4
111. Tucson, Ariz.	13	6	11	3.2	22.3
112. Royal Oak, Mich.	11	1	6	3.4	18.5
113. Lynn, Mass.	8	3	0	3.5	9.7
114. San Bernardino, Calif.	16	15	13	3.5	23.1
115. Charleston, W. Va.	9	6	1	3.6	14.7
116. Atlantic City, N. J.	**5**	**8**	**4**	**3.6**	**9.7**
117. Brockton, Mass.	7	7	5	3.8	13.4
118. Kenosha, Wis.	9	2	1	3.8	16.6
119. Tuscaloosa, Ala.	7	2	2	4.2	14.8
120. Greenwich, Conn.	6	2	9	4.5	14.0
121. Fort Smith, Ark.	**9**	**10**	**10**	**4.8**	**18.0**
122. Sioux City, Iowa	15	7	8	5.5	20.3
123. Warren, Mich.	11	6	6	6.9	20.8

Group VIII (25,000 to 50,000)

1. Wyandotte, Mich.	**0**	**2**	**6**	**0.0**	**0.0**
2. Vancouver, Wash.	**0**	**4**	**8**	**0.0**	**0.0**
3. Boise, Idaho	0	0	1	0.0	0.0
4. Tallahassee, Fla.	**0**	**5**	**1**	**0.0**	**0.0**
5. Modesto, Calif.	**0**	**6**	**4**	**0.0**	**0.0**
6. Elkhart, Ind.	**0**	**3**	**5**	**0.0**	**0.0**
7. Newark, Ohio	**0**	**5**	**5**	**0.0**	**0.0**
8. Elyria, Ohio	**0**	**3**	**2**	**0.0**	**0.0**
9. Rochester, Minn.	**0**	**2**	**2**	**0.0**	**0.0**
10. Newburgh, N. Y.	**0**	**2**	**1**	**0.0**	**0.0**
11. Bellingham, Wash.	**0**	**2**	**1**	**0.0**	**0.0**
12. Sheboygan, Wis.	0	0	3	0.0	0.0
13. Fargo, N. D.	**0**	**3**	**0**	**0.0**	**0.0**
14. West Covina, Calif.	**0**	**4**	**5**	**0.0**	**0.0**
15. Barberton, Ohio	**0**	**8**	**4**	**0.0**	**0.0**
16. Michigan City, Ind.	**0**	**5**	**4**	**0.0**	**0.0**
17. Monroe, Mich.	0	0	3	0.0	0.0
18. Birmingham, Mich.	0	0	3	0.0	0.0
19. Burlington, Iowa	**0**	**2**	**4**	**0.0**	**0.0**
20. Jackson, Tenn.	**0**	**1**	**0**	**0.0**	**0.0**
21. Manhattan Bch., Calif.	0	0	1	0.0	0.0
22. Milford, Conn.	**0**	**1**	**3**	**0.0**	**0.0**
23. Westfield, N. J.	**0**	**2**	**1**	**0.0**	**0.0**
24. Bristol, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
25. Walla Walla, Wash.	**0**	**2**	**0**	**0.0**	**0.0**
26. Kettering, Ohio	0	0	5	0.0	0.0
27. Manitowoc, Wis.	**0**	**3**	**2**	**0.0**	**0.0**
28. Lockport, N. Y.	**0**	**2**	**3**	**0.0**	**0.0**
29. Hazel Park, Mich.	**0**	**2**	**0**	**0.0**	**0.0**
30. Fairmont, W. Va.	0	0	4	0.0	0.0
31. Shaker Heights, Ohio	**0**	**5**	**0**	**0.0**	**0.0**
32. Urbana, Ill.	0	0	1	0.0	0.0
33. Webster Groves, Mo.	0	0	2	0.0	0.0
34. Winona, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
35. Park Forest, Ill.	0	0	1	0.0	0.0
36. Yakima, Wash.	**1**	**3**	**1**	**0.4**	**2.7**
37. Redwood City, Calif.	**1**	**2**	**6**	**0.4**	**3.1**
38. Whittier, Calif.	1	0	2	0.5	3.7
39. Casper, Wyo.	1	0	1	0.5	3.4
40. Midland, Tex.	**1**	**3**	**4**	**0.5**	**3.3**
41. Hutchinson, Kan.	1	1	1	0.5	3.3
42. Plainfield, N. J.	**1**	**2**	**1**	**0.5**	**2.5**
43. High Point, N. C.	**1**	**4**	**2**	**0.6**	**2.7**
44. Parkersburg, W. Va.	1	1	1	0.6	3.8
45. Owensboro, Ky.	1	1	2	0.6	2.8
46. Easton, Pa.	1	1	2	0.6	3.0
47. Wauwatosa, Wis.	**1**	**2**	**4**	**0.6**	**2.6**
48. University City, Mo.	**1**	**3**	**3**	**0.7**	**2.5**
49. Danville, Va.	**1**	**5**	**5**	**0.7**	**2.4**
50. Champaign, Ill.	**1**	**2**	**3**	**0.7**	**2.5**
51. Danbury, Conn.	**1**	**3**	**4**	**0.7**	**2.8**
52. Gainesville, Fla.	**1**	**3**	**1**	**0.7**	**3.8**
53. Arlington, Mass.	1	0	1	0.7	2.5
54. Elmhurst, Ill.	**1**	**3**	**1**	**0.7**	**3.5**
55. Beloit, Wis.	**1**	**2**	**4**	**0.7**	**3.8**
56. Rome, N. Y.	1	0	0	0.7	2.5
57. Linden, N. J.	**1**	**5**	**2**	**0.7**	**3.3**
58. Maywood, Ill.	1	1	1	0.7	4.4
59. Mishawaka, Ind.	1	0	4	0.7	3.5
60. Ferndale, Mich.	**1**	**2**	**2**	**0.8**	**3.6**
61. Hamtramck, Mich.	**1**	**3**	**2**	**0.8**	**2.6**
62. Rome, Ga.	**1**	**2**	**1**	**0.8**	**3.7**
63. East Cleveland, Ohio	1	1	2	0.8	3.0
64. Mt. Clemens, Mich.	**1**	**2**	**2**	**0.8**	**4.7**
65. Benton Harbor, Mich.	**1**	**2**	**0**	**0.8**	**4.7**
66. Norwich, Conn.	1	0	1	0.8	3.1
67. Billings, Mont.	2	2	0	0.8	6.2
68. Fair Lawn, N. J.	**1**	**2**	**0**	**0.8**	**4.4**
69. Fond du Lac, Wis.	**1**	**2**	**0**	**0.8**	**3.6**
70. Mason City, Iowa	**1**	**3**	**0**	**0.9**	**4.1**
71. Petersburg, Va.	1	1	2	0.9	3.4
72. Rahway, N. J.	1	1	1	0.9	4.5
73. Redlands, Calif.	**1**	**2**	**9**	**0.9**	**4.7**
74. Oak Park, Mich.	1	0	2	0.9	3.7
75. Iowa City, Iowa	1	0	0	0.9	4.4
76. Ontario, Calif.	**2**	**3**	**4**	**1.0**	**5.8**
77. Freeport, Ill.	1	1	1	1.0	4.7
78. Poughkeepsie, N. Y.	2	2	3	1.0	5.9
79. Lafayette, Ind.	2	1	1	1.0	5.9
80. Great Falls, Mont.	**2**	**4**	**0**	**1.0**	**5.2**
81. Grand Forks, N. D.	1	0	1	1.0	4.2

	Ten Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
82. Amsterdam, N. Y.	**1**	**2**	**1**	**1.1**	**3.6**
83. Garfield Hgts., Ohio	**1**	**6**	**3**	**1.1**	**3.4**
84. Elgin, Ill.	**2**	**4**	**3**	**1.1**	**5.0**
85. Lewiston, Maine	1	0	3	1.1	2.9
86. East Detroit, Mich.	2	0	3	1.1	5.6
87. Eugene, Ore.	3	2	3	1.2	7.7
88. Zanesville, Ohio	2	1	1	1.2	5.3
89. Richmond, Ind.	2	1	0	1.2	5.5
90. Hagerstown, Md.	2	1	2	1.2	6.2
91. Enid, Okla.	2	1	0	1.2	6.5
92. Salina, Kan.	2	1	3	1.2	7.4
93. Annapolis, Md.	**1**	**2**	**1**	**1.2**	**4.8**
94. Oshkosh, Wis.	2	2	4	1.3	5.5
95. Marion, Ohio	**2**	**5**	**2**	**1.3**	**6.1**
96. Eau Claire, Wis.	2	2	0	1.4	6.6
97. Ventura, Calif.	**2**	**3**	**2**	**1.4**	**9.3**
98. Groton, Conn.	**1**	**4**	**2**	**1.4**	**4.4**
99. Belmont, Mass.	1	0	1	1.4	4.2
All cities in this group				1.4	6.7
100. Granite City, Ill.	2	1	1	1.5	6.5
101. Wausau, Wis.	2	1	0	1.5	7.6
102. Sandusky, Ohio	**2**	**6**	**4**	**1.5**	**6.9**
103. Coral Gables, Fla.	**2**	**7**	**3**	**1.5**	**8.2**
104. Janesville, Wis.	2	2	1	1.5	7.5
105. South Euclid, Ohio	2	0	1	1.6	8.6
106. Clearwater, Fla.	**3**	**4**	**7**	**1.6**	**12.4**
107. Bloomington, Ill.	2	1	4	1.6	6.6
108. Cheyenne, Wyo.	3	1	2	1.6	8.6
109. Steubenville, Ohio	**2**	**3**	**3**	**1.6**	**6.2**
110. Mountain View, Calif.	**2**	**4**	**5**	**1.6**	**9.2**
111. St. Louis Park, Minn.	2	0	2	1.7	6.2
112. West Haven, Conn.	2	2	1	1.7	6.5
113. Odessa, Tex.	4	2	4	1.7	10.8
114. Torrington, Conn.	2	1	1	1.7	7.9
115. St. Cloud, Minn.	2	2	1	1.7	7.4
116. National City, Calif.	**2**	**3**	**1**	**1.8**	**7.5**
117. Hackensack, N. J.	2	2	1	1.8	7.5
118. Provo, Utah	2	2	3	1.8	7.3
119. Teaneck, N. J.	**2**	**5**	**1**	**1.8**	**6.3**
120. La Crosse, Wis.	3	3	2	1.8	7.5
121. Bangor, Maine	2	2	1	1.9	6.0
122. Minot, N. D.	2	0	2	1.9	9.6
123. Norman, Okla.	2	1	2	1.9	8.9
124. Pocatello, Idaho	**3**	**7**	**4**	**1.9**	**13.3**
125. New Kensington, Pa.	2	1	0	2.0	9.6
126. Burlington, Vt.	2	0	0	2.0	6.3
127. Aurora, Colo.	3	1	1	2.0	14.4
128. Burlington, N. C.	2	1	2	2.0	9.6
129. Watertown, Mass.	2	0	0	2.0	6.2
130. Oxnard, Calif.	3	2	1	2.0	10.5
131. Middletown, Conn.	**2**	**4**	**3**	**2.0**	**7.8**
132. Southfield, Mich.	**2**	**4**	**2**	**2.0**	**9.0**
133. Superior, Wis.	2	1	5	2.1	6.8
134. Tyler, Tex.	5	1	5	2.1	13.2
135. Bloomington, Ind.	3	0	0	2.1	12.0
136. Everett, Wash.	4	1	3	2.1	13.7
137. Stratford, Conn.	3	2	6	2.2	8.2
138. Appleton, Wis.	4	0	1	2.3	9.6
139. Port Huron, Mich.	4	2	2	2.3	12.5
140. West Orange, N. J.	**3**	**4**	**1**	**2.3**	**10.5**
141. Palo Alto, Calif.	6	0	3	2.3	15.0
142. Revere, Mass.	**2**	**3**	**7**	**2.4**	**6.1**
143. Warwick, R. I.	**4**	**6**	**5**	**2.4**	**11.2**
144. Livonia, Mich.	4	4	8	2.4	9.8
145. Findlay, Ohio	3	2	1	2.4	12.5
146. Moline, Ill.	**4**	**6**	**4**	**2.4**	**12.2**
147. Mt. Lebanon, Pa.	2	1	1	2.5	7.0
148. Baldwin Park, Calif.	3	2	1	2.5	11.1
149. Rock Hill, S. C.	3	2	1	2.5	10.8
150. Rapid City, S. D.	4	2	4	2.5	12.0
151. Lawton, Okla.	4	2	3	2.6	12.3
152. Allen Park, Mich.	3	2	1	2.6	9.0
153. Fitchburg, Mass.	3	1	1	2.6	8.4
154. Kokomo, Ind.	5	3	0	2.6	13.1
155. Richfield, Minn.	3	1	0	2.6	10.2
156. Chicopee, Mass.	4	1	3	2.8	9.8
157. Alton, Ill.	**4**	**5**	**8**	**2.8**	**14.7**
158. Vineland, N. J.	**4**	**6**	**3**	**2.9**	**14.5**
159. Sumter, S. C.	3	2	0	3.0	14.3
160. Galesburg, Ill.	4	2	0	3.0	14.2
161. Hamden, Conn.	3	2	1	3.0	9.4
162. New London, Conn.	3	3	0	3.1	11.5
163. Middleton, Ohio	5	5	7	3.1	13.5
164. Concord, N. H.	3	3	0	3.2	12.1
165. Daytona Beach, Fla.	5	3	2	3.2	16.6
166. Manchester, Conn.	4	2	8	3.2	12.1
167. Santa Clara, Calif.	5	5	5	3.3	13.9
168. Wallingford, Conn.	3	3	2	3.3	13.7
169. Denton, Tex.	3	0	0	3.4	13.5
170. Rock Island, Ill.	6	4	0	3.6	14.5
171. Quincy, Ill.	6	4	5	3.6	16.9
172. Watertown, N. Y.	4	1	2	3.6	13.4
173. Florence, S. C.	4	1	3	3.6	16.8
174. East Hartford, Conn.	5	4	5	3.6	16.0
175. Temple, Tex.	4	3	6	3.7	15.9
176. Roseville, Mich.	5	3	6	3.7	14.4
177. Spartanburg, S. C.	7	2	0	4.2	20.2
178. Beverly Hills, Calif.	8	1	3	4.5	31.6
179. Highland Park, Mich.	6	4	5	4.7	15.5
180. Fremont, Calif.	**4**	**6**	**6**	**4.8**	**17.9**

	Ten Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
181. East Lansing, Mich.	4	2	0	5.0	19.1
182. Kearney, N. J.	6	2	2	5.1	17.9
183. Fairfield, Conn.	7	6	4	5.9	20.3

Group IX (10,000 to 25,000)

1. Boulder, Colo.	0	0	2	0.0	0.0
2. Englewood, Colo.	**0**	**1**	**0**	**0.0**	**0.0**
3. Santa Cruz, Calif.	**0**	**4**	**1**	**0.0**	**0.0**
4. Austin, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
5. Lodi, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
6. El Cerrito, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
7. Ypsilanti, Mich.	**0**	**1**	**2**	**0.0**	**0.0**
8. Lawrence, Kan.	**0**	**1**	**2**	**0.0**	**0.0**
9. Edina, Minn.	0	0	2	0.0	0.0
10. Covina, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
11. Bartlesville, Okla.	**0**	**3**	**0**	**0.0**	**0.0**
12. Pampa, Tex.	**0**	**2**	**2**	**0.0**	**0.0**
13. Frederick, Md.	0	0	0	0.0	0.0
14. Butler, Pa.	**0**	**1**	**3**	**0.0**	**0.0**
15. Kingsport, Tenn.	0	0	0	0.0	0.0
16. Napa, Calif.	**0**	**2**	**10**	**0.0**	**0.0**
17. Traverse City, Mich.	0	0	2	0.0	0.0
18. Ames, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
19. Port Chester, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
20. Ocala, Fla.	**0**	**3**	**2**	**0.0**	**0.0**
21. Great Bend, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
22. Endicott, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
23. Tiffin, Ohio	0	0	1	0.0	0.0
24. Richland, Wash.	**0**	**1**	**0**	**0.0**	**0.0**
25. Uniontown, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
26. Owosso, Mich.	**0**	**1**	**3**	**0.0**	**0.0**
27. Wheaton, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
28. Hibbin, Minn.	0	0	0	0.0	0.0
29. North Platte, Neb.	0	0	0	0.0	0.0
30. Robbinsdale, Minn.	**0**	**3**	**2**	**0.0**	**0.0**
31. Floral Park, N. Y.	0	0	0	0.0	0.0
32. Whitefish Bay, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
33. Morristown, N. J.	0	0	1	0.0	0.0
34. Ada, Okla.	0	0	2	0.0	0.0
35. Streator, Ill.	0	0	1	0.0	0.0
36. So. Portland, Maine	**0**	**3**	**1**	**0.0**	**0.0**
37. Emporia, Kan.	0	0	0	0.0	0.0
38. Mt. Vernon, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
39. Meadville, Pa.	0	0	0	0.0	0.0
40. Colton, Calif.	**0**	**3**	**3**	**0.0**	**0.0**
41. Ashland, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
42. Johnson City, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
43. East Haven, Conn.	0	0	1	0.0	0.0
44. Hillside, N. J.	**0**	**1**	**2**	**0.0**	**0.0**
45. So. St. Paul, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
46. Evergreen Park, Ill.	0	0	2	0.0	0.0
47. Stillwater, Okla.	**0**	**2**	**1**	**0.0**	**0.0**
48. La Grange, Ill.	0	0	0	0.0	0.0
49. Elmwood Park, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
50. St. Augustine, Fla.	**0**	**1**	**2**	**0.0**	**0.0**
51. Las Cruces, N. M.	**0**	**3**	**5**	**0.0**	**0.0**
52. Shorewood, Wis.	**0**	**2**	**1**	**0.0**	**0.0**
53. Pittsburg, Calif.	0	0	0	0.0	0.0
54. Statesville, N. C.	**0**	**3**	**3**	**0.0**	**0.0**
55. Valparaiso, Ind.	**0**	**1**	**0**	**0.0**	**0.0**
56. Defiance, Ohio	0	0	0	0.0	0.0
57. Newton, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
58. Antioch, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
59. Brookfield, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
60. Port Angeles, Wash.	0	0	1	0.0	0.0
61. Bloomington, Minn.	**0**	**6**	**1**	**0.0**	**0.0**
62. Highland Park, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
63. Bristol, Va.	**0**	**1**	**0**	**0.0**	**0.0**
64. Kenmore, N. Y.	0	0	1	0.0	0.0
65. Windham, Conn.	**0**	**5**	**2**	**0.0**	**0.0**
66. Santa Paula, Calif.	**0**	**2**	**0**	**0.0**	**0.0**
67. Villa Park, Ill.	0	0	0	0.0	0.0
68. St. Joseph, Mich.	0	0	0	0.0	0.0
69. Owatonna, Minn.	0	0	0	0.0	0.0
70. Wethersfield, Conn.	**0**	**1**	**4**	**0.0**	**0.0**
71. Hanford, Calif.	0	0	0	0.0	0.0
72. Fergus Falls, Minn.	0	0	0	0.0	0.0
73. Wisconsin Rpds., Wis.	0	0	0	0.0	0.0
74. Wayensboro, Va.	0	0	3	0.0	0.0
75. Mt. Pleasant, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
76. Livermore, Calif.	0	0	2	0.0	0.0
77. Prescott, Ariz.	**0**	**1**	**2**	**0.0**	**0.0**
78. Enfield, Conn.	0	0	2	0.0	0.0
79. Garden City, Kan.	0	0	0	0.0	0.0
80. Martinsburg, W. Va.	0	0	4	0.0	0.0
81. Brawley, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
82. Houma, La.	**0**	**1**	**1**	**0.0**	**0.0**
83. Jennings, Mo.	0	0	1	0.0	0.0
84. Suffolk, Va.	0	0	1	0.0	0.0
85. Plymouth, Mich.	0	0	1	0.0	0.0
86. Mitchell, S. D.	0	0	0	0.0	0.0
87. Millbrae, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
88. Menasha, Wis.	0	0	0	0.0	0.0
89. Van Wert, Ohio	0	0	0	0.0	0.0
90. Bellefontaine, Ohio	0	0	1	0.0	0.0
91. Virginia, Minn.	0	0	0	0.0	0.0
92. Albion, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
93. Circleville, Ohio	0	0	1	0.0	0.0
94. North Olmsted, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
95. Red Wing, Minn.	**0**	**1**	**0**	**0.0**	**0.0**

	Ten Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
96. Hays, Kan.	0	0	0	0.0	0.0
97. Covington, Va.	0	0	0	0.0	0.0
98. Hornell, N. Y.	0	0	0	0.0	0.0
99. Charles City, Iowa	0	0	1	0.0	0.0
100. Reidsville, N. C.	0	0	2	0.0	0.0
101. Grosse Pt. Wds., Mich.	0	0	1	0.0	0.0
102. Cudahy, Wis.	**0**	**1**	**4**	**0.0**	**0.0**
103. Moscow, Idaho	0	0	0	0.0	0.0
104. Bay Village, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
105. Menominee, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
106. Ecorse, Mich.	0	0	2	0.0	0.0
107. Cadillac, Mich.	0	0	0	0.0	0.0
108. Cambridge, Md.	**0**	**1**	**0**	**0.0**	**0.0**
109. Pacific Grove, Calif.	0	0	0	0.0	0.0
110. Southington, Conn.	**0**	**3**	**4**	**0.0**	**0.0**
111. Ironwood, Mich.	0	0	1	0.0	0.0
112. Henderson, N. C.	**0**	**2**	**1**	**0.0**	**0.0**
113. Grosse Pte. Pk., Mich.	0	0	2	0.0	0.0
114. Fort Thomas, Ky.	**0**	**1**	**2**	**0.0**	**0.0**
115. La Grange Park, Ill.	0	0	0	0.0	0.0
116. Bellaire, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
117. La Salle, Ill.	0	0	0	0.0	0.0
118. Maumee, Ohio	0	0	1	0.0	0.0
119. Beacon, N. Y.	**0**	**2**	**2**	**0.0**	**0.0**
120. Ridgefield Pk., N. J.	0	0	2	0.0	0.0
121. Derby, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
122. Webster, Mass.	0	0	0	0.0	0.0
123. Fairfield, Ala.	0	0	0	0.0	0.0
124. Donora, Pa.	0	0	0	0.0	0.0
125. Greeley, Colo.	1	0	4	0.7	5.0
126. Grand Island, Neb.	**1**	**2**	**1**	**0.8**	**4.8**
127. Victoria, Tex.	1	0	3	0.9	5.4
128. Fort Myers, Fla.	1	1	0	0.9	6.8
129. Ponca City, Okla.	1	0	3	0.9	5.2
130. Orange, Calif.	**1**	**2**	**4**	**0.9**	**5.6**
131. Klamath Falls, Ore.	1	0	4	0.9	6.3
132. La Porte, Ind.	**1**	**3**	**3**	**0.9**	**5.2**
133. Lake Worth, Fla.	**1**	**2**	**8**	**1.0**	**7.8**
134. Sherman, Tex.	**1**	**1**	**3**	**1.0**	**5.4**
135. Bell, Calif.	1	0	1	1.0	6.5
136. Renton, Wash.	1	1	1	1.1	7.1
137. Lufkin, Tex.	**1**	**2**	**0**	**1.1**	**6.9**
138. Fremont, Ohio	1	0	0	1.1	6.2
139. Manhattan, Kan.	1	0	2	1.1	6.3
140. Monterey, Calif.	1	1	3	1.1	5.5
141. Wilmette, Ill.	**1**	**2**	**1**	**1.2**	**4.8**
142. Aberdeen, S. D.	**1**	**2**	**2**	**1.2**	**5.4**
143. Cranford, N. J.	1	0	1	1.2	5.2
144. Pittsburg, Kan.	1	0	0	1.2	5.7
145. Marietta, Ohio	1	1	1	1.2	6.9
146. Xenia, Ohio	**1**	**2**	**1**	**1.3**	**7.1**
147. Texarkana, Ark.	**1**	**2**	**2**	**1.3**	**6.1**
148. Oswego, N. Y.	1	1	2	1.3	5.3
149. Connersville, Ind.	**1**	**2**	**0**	**1.3**	**6.8**
150. Sterling, Ill.	1	0	0	1.3	7.9
151. Moorhead, Minn.	**1**	**2**	**0**	**1.3**	**6.7**
152. Homewood, Ala.	**1**	**2**	**1**	**1.4**	**6.7**
153. Glenview, Ill.	1	1	1	1.4	8.2
154. Yuma, Ariz.	1	0	2	1.4	9.4
155. Greensburg, Pa.	1	0	1	1.4	6.9
156. Massena, N. Y.	**1**	**2**	**2**	**1.4**	**7.3**
157. Collingswood, N. J.	**1**	**2**	**0**	**1.4**	**6.7**
158. Cape Girardeau, Mo.	1	0	0	1.4	6.4
159. Brainerd, Minn.	1	0	1	1.4	9.5
All cities in this group				1.4	7.2
160. El Dorado, Kan.	1	0	3	1.5	10.2
161. McAlester, Okla.	1	1	2	1.5	6.7
162. Greenwood, Miss.	1	0	1	1.5	6.2
163. Pompano Beach, Fla.	1	0	3	1.5	10.0
164. Goshen, Ind.	1	1	0	1.5	9.1
165. Salinas, Calif.	**2**	**5**	**3**	**1.6**	**11.4**
166. Rocky River, Ohio	1	0	0	1.6	7.6
167. Pasco, Wash.	1	1	1	1.6	8.6
168. Yuba City, Calif.	**1**	**2**	**1**	**1.6**	**11.7**
169. Medford, Ore.	2	0	3	1.6	10.8
170. The Dalles, Ore.	1	0	1	1.6	10.6
171. Astoria, Ore.	**1**	**1**	**1**	**1.7**	**9.8**
172. Winfield, Kan.	1	1	0	1.7	11.4
173. Shelton, Conn.	**1**	**5**	**1**	**1.7**	**7.2**
174. Hawthorne, N. J.	1	0	3	1.7	7.5
175. Vernon, Conn.	1	1	1	1.7	7.1
176. Branford, Conn.	1	0	1	1.7	8.3
177. Watertown, Wis.	1	1	5	1.7	9.2
178. Griffin, Ga.	1	0	0	1.7	8.6
179. Winnetka, Ill.	1	1	1	1.8	9.0
180. Marshfield, Wis.	**1**	**4**	**0**	**1.8**	**8.8**
181. Albany, Calif.	1	1	3	1.8	6.8
182. Atchison, Kan.	1	1	0	1.8	9.4
183. Longview, Wash.	**2**	**3**	**0**	**1.8**	**10.3**
184. Rye, N. Y.	1	1	2	1.8	8.6
185. Lamesa, Tex.	1	0	0	1.8	11.2
186. Conneaut, Ohio	1	0	0	1.8	10.1
187. Escanaba, Mich.	1	0	1	1.8	7.9
188. Beaver Dam, Wis.	1	0	1	1.9	10.0
189. Gardner, Mass.	**1**	**2**	**0**	**1.9**	**6.0**
190. Dover, Ohio	**1**	**3**	**3**	**1.9**	**11.1**
191. Ansonia, Conn.	1	0	1	2.0	6.1
192. Bismarck, N. D.	2	1	0	2.0	10.9
193. Bowling Green, Ohio	1	1	1	2.0	8.1
194. Central Falls, R. I.	1	0	0	2.0	5.0
195. Elizabeth City, N. C.	1	1	1	2.0	9.4
196. University Hts., Ohio	1	0	0	2.1	7.5
197. Winchester, Conn.	1	1	1	2.1	10.1
198. La Mesa, Calif.	3	1	2	2.2	15.3
199. Niles, Mich.	2	1	3	2.2	13.2
200. Denison, Tex.	**2**	**3**	**1**	**2.3**	**11.5**
201. Waukesha, Wis.	3	0	0	2.3	14.9
202. Two Rivers, Wis.	1	0	0	2.3	10.4
203. Jeffersonville, Ind.	2	1	0	2.3	12.1
204. Ottawa, Ill.	2	2	2	2.3	12.3
205. Milford, Mass.	1	1	1	2.4	7.7
206. Highland Park, Ill.	2	1	0	2.4	10.2
207. Salisbury, N. C.	2	1	5	2.4	11.4
208. Stoughton, Mass.	**1**	**3**	**1**	**2.5**	**8.7**

TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

All figures are preliminary. To insure proper comparisons, 1958 and 1957 figures cover the same reporting period as those for 1959.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on July 1, 1958, population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1959 compared with 1958, or showed no change.

Mileage Rate: The number of deaths per 100 million vehicle miles of travel.

(Figures in parentheses following the 1959 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Periods 1959	1958	1957	% Change 1958 to 1959	1957 to 1959	1959 Pop. Rate	1959 Mile. Rate	
TOTAL U.S.	10	30,560	29,870	31,307	+ 2%	— 2%	21.8	5.3	(10)
Ala.	10	665	656	750	+ 5%	— 11%	24.9	6.9	(7)
Alaska	10	26	21	—	+ 24%	—	14.7	—	—
Ariz.	10	414	391	357	+ 6%	+ 16%	43.6	8.8	(8)
Ark.	10	392	355	395	+ 10%	— 1%	26.6	6.3	(7)
Calif.	10	2,864	2,861	2,960	+ *%	— 3%	24.0	5.1	(7)
Colo.	10	344	325	303	+ 6%	+ 14%	24.1	4.4	(5)
Conn.	**10**	**191**	**193**	**224**	**— 1%**	**— 15%**	**9.9**	**2.4**	**(8)**
Del.	**10**	**65**	**74**	**75**	**— 12%**	**— 13%**	**17.2**	**3.5**	**(6)**
D. of C.	10	50	47	52	+ 6%	— 4%	7.3	2.5	(7)
Fla.	**10**	**875**	**907**	**839**	**— 4%**	**+ 4%**	**23.6**	**5.1**	**(7)**
Ga.	10	807	742	765	+ 9%	+ 5%	25.4	6.2	(8)
Idaho	**10**	**180**	**228**	**169**	**— 21%**	**+ 7%**	**32.6**	**6.7**	**(7)**
Ill.	**10**	**1,438**	**1,478**	**1,694**	**— 3%**	**— 15%**	**17.5**	**4.4**	**(6)**
Ind.	10	889	834	947	+ 7%	— 6%	23.3	4.9	(8)
Ia.	10	560	478	565	+ 17%	— 1%	23.8	4.9	(8)
Kan.	10	472	458	449	+ 3%	+ 5%	26.7	5.7	(7)
Ky.	**10**	**610**	**641**	**647**	**— 5%**	**— 6%**	**23.8**	**6.8**	**(7)**
La.	10	528	638	636	— 17%	— 17%	20.4	5.7	(8)
Maine	**10**	**116**	**157**	**112**	**— 26%**	**+ 4%**	**14.6**	**3.2**	**(8)**
Md.	10	439	402	467	+ 9%	— 6%	17.8	4.8	(7)
Mass.	**10**	**442**	**457**	**408**	**— 3%**	**+ 8%**	**10.9**	**3.0**	**(7)**
Mich.	10	1,134	1,046	1,202	+ 8%	— 6%	17.3	4.1	(7)
Minn.	**10**	**514**	**570**	**556**	**— 10%**	**— 8%**	**18.3**	**3.9**	**(7)**
Miss.	10	435	428	403	+ 2%	+ 8%	23.9	6.5	(8)
Mo.	10	787	760	789	+ 4%	+ *%	22.1	4.4	(7)
Mont.	10	199	163	161	+ 22%	+ 24%	34.7	6.5	(7)
Neb.	10	285	279	242	+ 2%	+ 18%	23.5	4.3	(7)
Nev.	10	149	115	110	+ 30%	+ 35%	67.0	8.9	(6)
N. H.	10	100	77	80	+ 30%	+ 25%	20.5	4.8	(8)
N. J.	10	613	607	660	+ 1%	— 7%	12.8	2.9	(7)
N. M.	10	377	328	357	+ 15%	+ 6%	53.7	8.6	(7)
N. Y.	10	1,769	1,683	1,718	+ 5%	+ 3%	13.1	4.4	(7)
N. C.	10	950	848	871	+ 12%	+ 9%	25.1	6.4	(8)
N. D.	10	150	134	122	+ 12%	+ 23%	27.7	7.2	(7)
Ohio	10	1,483	1,462	1,639	+ 1%	— 10%	19.0	3.9	(7)
Okla.	**10**	**522**	**559**	**579**	**— 7%**	**— 10%**	**27.4**	**5.7**	**(7)**
Ore.	10	386	359	355	+ 8%	+ 9%	26.1	5.2	(7)
Pa.	**9**	**1,152**	**1,169**	**1,211**	**— 1%**	**— 5%**	**13.8**	**4.0**	**(7)**
R. I.	10	69	64	67	+ 8%	+ 3%	9.5	2.7	(8)
S. C.	10	538	465	593	+ 16%	— 9%	26.9	6.6	(7)
S. D.	**10**	**181**	**204**	**143**	**— 11%**	**+ 27%**	**31.0**	**5.8**	**(8)**
Tenn.	10	608	588	559	+ 3%	+ 9%	21.0	5.1	(7)
Tex.	10	1,940	1,858	2,030	+ 4%	— 4%	24.8	5.0	(7)
Utah	10	167	161	176	+ 4%	— 5%	23.1	4.7	(7)
Vt.	10	76	67	89	+ 13%	— 15%	24.5	5.7	(8)
Va.	10	684	683	737	+ *%	— 7%	20.9	5.0	(8)
Wash.	**10**	**430**	**449**	**428**	**— 4%**	**+ *%**	**18.6**	**4.4**	**(7)**
W. Va.	10	340	304	389	+ 12%	— 13%	20.7	6.8	(7)
Wis.	10	673	670	744	+ *%	— 10%	20.5	4.9	(7)
Wyo.	10	146	119	133	+ 23%	+ 10%	54.7	8.1	(8)
Hawaii	10	75	—	—	—	—	14.7	—	—
P. R.‡	**10**	**206**	**242**	**193**	**— 15%**	**+ 7%**	**10.8**	**11.7**	**(8)**
V.I.†	10	6	4	—	+ 50%	—	25.9	—	—
CANADIAN PROVINCES									
Alta.	**9**	**178**	**238**	**172**	**— 25%**	**+ 3%**	**20.4**	**—**	**—**
B. C.	9	226	192	168	+ 18%	+ 35%	20.2	—	—
Man.	9	105	86	97	+ 22%	+ 8%	16.3	—	—
Sask.	9	124	104	86	+ 19%	+ 44%	18.8	—	—

*Less than .5%
‡Commonwealth of Puerto Rico
†Virgin Islands

	Ten Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
209. Mansfield, Conn.	1	0	1	2.5	10.3
210. Albert Lea, Minn.	2	0	3	2.5	17.8
211. Auburn, Mass.	1	1	3	2.5	9.7
212. Westlake, Ohio	1	1	3	2.5	11.2
213. Hollywood, Fla.	4	1	3	2.7	21.1
214. Cedar Falls, Iowa	2	0	1	2.7	13.4
215. Berkley, Mich.	2	0	5	2.7	10.4
216. Caldwell, Idaho	2	1	1	2.7	20.5
217. Carlsbad, N. M.	3	1	2	2.8	18.3
218. Woodland, Calif.	2	0	1	2.8	20.7
219. Pendleton, Ore.	2	0	0	2.9	15.8
220. Watertown, Conn.	1	0	1	2.9	9.0
221. So. Milwaukee, Wis.	2	0	3	2.9	15.4
222. Los Altos, Calif.	3	0	4	2.9	18.5
223. Arkansas City, Kan.	2	0	1	2.9	17.0
224. Stevens Point, Wis.	2	0	0	3.0	13.7
225. Marquette, Mich.	2	0	0	3.0	12.8
226. Takoma Park, Md.	1	0	0	3.0	7.7
227. Corona, Calif.	2	2	2	3.1	18.9
228. Holland, Mich.	3	2	3	3.1	18.5
229. Darien, Conn.	2	0	0	3.1	15.3
230. Tempe, Ariz.	2	0	2	3.2	19.2
231. East Moline, Ill.	2	0	0	3.2	15.7
232. Boone, Iowa	2	0	1	3.2	19.7
233. Mesa, Ariz.	4	1	3	3.2	22.0
234. Faribault, Minn.	2	1	0	3.2	14.9
235. Merced, Calif.	4	2	2	3.2	23.5
236. Sault Ste. Marie, Mich.	2	2	2	3.3	12.2
237. Norfolk, Neb.	2	0	0	3.3	18.9
238. Kinston, N. C.	3	1	0	3.3	15.9
239. Canton, Ill.	2	0	0	3.4	20.2
240. Mamaroneck, N. Y.	2	0	0	3.4	14.1
241. South Orange, N. J.	2	2	0	3.4	14.8
242. Garland, Tex.	4	1	3	3.4	21.5
243. North Adams, Mass.	2	0	0	3.4	11.2
244. Sedalia, Mo.	3	0	0	3.5	17.0
245. Plainview, Tex.	3	0	0	3.5	22.2
246. Goldsboro, N. C.	3	2	6	3.6	16.7
247. Hopewell, Va.	2	1	1	3.6	12.6
248. Wooster, Ohio	3	1	1	3.7	21.2
249. Madison Hts., Mich.	2	1	0	3.9	11.3
250. River Rouge, Mich.	2	0	0	3.9	11.3
251. Oceanside, Calif.	**3**	**4**	**8**	**4.0**	**17.6**
252. Peru, Ind.	3	0	0	4.2	23.8
253. Augusta, Maine	**3**	**6**	**1**	**4.2**	**14.5**
254. Windsor, Conn.	**2**	**3**	**2**	**4.2**	**14.4**
255. Marinette, Wis.	2	1	1	4.2	16.9
256. Du Bois, Pa.	2	0	0	4.3	20.9
257. North Chicago, Ill.	**2**	**3**	**2**	**4.4**	**13.3**
258. Bemidji, Minn.	2	0	0	4.5	24.0
259. Borger, Tex.	4	1	2	4.5	26.5
260. Los Alamos, N. M.	2	0	1	4.6	17.9
261. Westport, Conn.	3	2	2	4.6	21.2
262. Stonington, Conn.	2	0	2	4.7	14.6
263. Monroe, N. C.	2	1	1	4.8	22.9
264. Needham, Mass.	3	2	3	5.0	16.7
265. W. Springfield, Mass.	4	4	0	5.1	21.0
266. Alpena, Mich.	4	0	2	5.3	31.4
267. Kennewick, Wash.	4	0	3	5.4	35.0
268. Attleboro, Mass.	4	3	0	6.4	19.3
269. Killingly, Conn.	2	0	4	6.4	20.3
270. Newport Beach, Calif.	5	5	2	6.5	28.3
271. River Forest, Ill.	3	0	1	6.5	33.3
272. West Lafayette, Ind.	3	1	0	7.0	27.5
273. Dyersburg, Tenn.	3	1	2	7.0	33.0
274. Martinsville, Va.	6	0	1	7.3	37.9
275. Naugatuck, Conn.	5	0	2	8.1	30.6
276. Calumet City, Ill.	6	5	5	8.4	32.0
CANADIAN CITIES					
Toronto, Ont.	76	96	91	—	6.4
Hamilton, Ont.	16	14	20	—	7.9
Montreal, Que.	104	97	118	—	11.2

Illinois Opens Three New Exam Stations

Three new and modern motor vehicle facilities designed to serve Chicago and all Cook County, Ill. applicants for driver licenses and state vehicle plates were recently opened.

The buildings are engineered for efficient and rapid service, and they include facilities for giving written tests and eye tests to applicants for driver licenses.

The sites also include an outdoor driving range for testing new drivers.

MOTOR VEHICLE DEATHS AND INJURIES BY STATES 1959 and 1958

Forty-five states and the District of Columbia have reported their death and injury experience for five to nine months of 1959.

The table below shows all of the injury data reported by each state, but little information is available on precisely what injuries are included in each state's tabulation.

Differences in the ratio of injuries to deaths probably reflect primarily differences in the extent to which all injuries are reported. Other factors are undoubtedly involved, such as: (1) a few states omit some or all of the injuries in urban accidents; (2) there are large differences between states in the proportion of travel which is in urban area (the injury-death ratio for urban accidents is about four times the ratio for rural accidents).

The question of what injuries are being reported applies with equal force to the per cent change in injuries from 1958 to 1959. Any tightening up of police administration, any emphasis on "get all the injuries" is almost certain to bring about an increase in reported injuries, but probably only in minor ones. Similarly, instructions to "skip the scratches" probably would result in a decrease in recorded cases in many states. Introduction of financial responsibility laws has been observed to increase reported injuries sharply. Even the public's increased claims-consciousness is regarded by many people as an element in the growing number of injuries reported. With such factors operating to destroy comparability, indicated changes in the number of injuries should not be considered as reliable.

Months Reported	Deaths†† 1959	Deaths†† 1958	Injuries†† 1959	Injuries†† 1958	% Change 1958 to 1959 Deaths	% Change 1958 to 1959 Injuries	1959 Ratio of Injuries to Deaths
TOTAL U.S. **	22,592#	21,851#	937,625	889,728	+ 3#	+ 5	42
Ala. 9	593	557	3,569†	3,552†	+ 6	+ *	6
Ariz. 7	320	270	5,942	5,045	+ 19	+ 18	19
Ark. 9	330	306	2,583	2,546	+ 8	+ 1	8
Calif. 8	2,251	2,241	92,440	87,760	+ *	+ 5	41
Colo. 7	223	204	7,546	6,594	+ 9	+ 14	34
Conn. 8	151	135	13,355	13,781	% 12	— 3	88
Del. 9	56	67	2,057	1,750	— 16	+ 18	37
D. of C. 9	42	39	5,930	5,233	+ 8	+ 13	141
Fla. 9	781	817	29,674	24,160	— 4	+ 23	38
Ga. 9	730	664	13,048	11,280	+ 10	+ 16	18
Idaho 7	124	138	2,833	2,817	— 10	+ 1	23
Ill. 7	937	950	55,626	54,288	— 1	+ 2	59
Ind. 7	564	507	19,835	19,906	+ 11	— *	35
Ia. 6	307	256	8,595	8,825	+ 20	— 3	28
Kans. 8	388	347	10,341	9,877	+ 12	+ 5	27
Ky. 9	542	559	11,598	10,955	— 3	+ 6	21
La. 9	467	584	6,344†	5,905†	— 20	+ 7	14
Me. 9	101	142	4,802	4,968	— 29	— 3	48
Md. 9	397	366	15,372	13,794	+ 8	+ 11	39
Mass. 5	191	199	35,890	36,752	— 4	— 2	188
Mich. 9	1005	936	44,951	40,215	+ 7	+ 12	45
Minn. 9	449	514	20,323	18,873	— 13	+ 8	45
Miss. 7	298	265	4,052	3,756	+ 12	+ 8	14
Mo. 9	676	663	8,982	8,320	+ 2	+ 8	13
Mont. 7	129	96	1,636	1,460	+ 34	+ 12	13
Neb. 8	229	211	6,876	6,144	+ 9	+ 12	30
Nev.							
N. H. 9	95	68	4,472	4,172	+ 40	+ 7	47
N. J. 7	407	410	37,014	32,411	— 1	+ 14	91
N. M. 8	288	254	3,531	3,461	+ 13	+ 2	12
N. Y. 8	1,364	1,319	178,517	175,843	+ 3	+ 2	131
N. C. 8	742	629	15,430	13,132	+ 18	+ 17	21
N. D. 6	83	70	1,288	1,239	+ 19	+ 4	16
Ohio 9	1,293	1,265	55,543	55,041	+ 2	+ 9	43
Okla. 9	467	490	11,451	10,746	— 5	+ 7	25
Ore. 9	353	315	14,172	12,181	+ 14	+ 16	40
Pa. 8	1,005	1,032	55,778	58,622	— 3	— 5	56
R. I. 7	47	41	5,078	4,766	+ 15	+ 7	108
S. C. 8	408	350	6,202	6,657	+ 17	— 7	15
S. D.							
Tenn. 9	537	523	12,303	10,800	+ 3	+ 14	23
Texas 9	1,726	1,645	53,430	46,462	+ 5	+ 15	31
Utah 8	124	128	3,865	3,634	— 3	+ 6	31
Vt. 9	65	58	2,414	2,138	+ 12	+ 13	37
Va. 8	532	520	16,725	15,215	+ 2	+ 10	31
Wash. 8	343	337	18,768	17,624	+ 2	+ 6	55
W. Va. 9	301	264	5,830	5,306	+ 14	+ 10	19
Wis.							
Wyo. 9	131	105	1,614	1,722	+ 25	— 6	12
P. R.‡ 8	168	191	7,668	6,646	— 12	+ 15	46
V. I.¶ 9	6	4	147	147	+ 50	0	25

†Rural injuries only.

††All figures are preliminary. To insure proper comparisons, 1958 figures cover the same reporting period as those for 1959.

*Less than .5%

**Death and injury totals cover reports for all months indicated in this column.

#Death totals and changes differ from national figures because those shown here are based on the states and months for which injury data are reported.

‡Commonwealth of Puerto Rico.

¶Virgin Islands.

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Accidents

Automobile Accidents. Fletcher D. Woodward. *Medical Times,* Vol. 87, No. 3, March, 1959, p. 315-320. (The responsibility of the medical profession in the prevention of automobile accidents and in the prevention and care of their resulting deaths and injuries.)

Statistics of Road Traffic Accidents in Europe, 1957. Economic Commission for Europe. 1959. 53pp. Sales Section, European Office of the United Nations, *Palais des Nations,* Geneva, Switzerland. Price 30¢. (Sales No. 59.11,E Mim. 15)

Road Accidents, 1958. Ministry of Transport and Civil Aviation and Scottish Home Department. 1959. 39pp. Her Majesty's Stationery Office, York House, Kingsway, London, W. C. 2.

Two Simple Techniques for Determining the Significance of Accident-Reducing Measures. The Division of Traffic Operations, Bureau of Public Roads. *Public Roads,* October, 1959, p. 238-239.

Virginia Traffic Crash Facts, 1958. 1959. 36pp. Department Of State Police, Richmond, Va.

Buses

How Safeway Trails Uses Safety to Boost Bus Business. *Commercial Car Journal,* October, 1959, p. 94-95, 245. (Bus company tells its safety story through newspaper articles, school driver training programs, community fairs and other advertising devices.)

Commercial Vehicles

Repair Shop Fires Major Fleet Hazard. *Motor Truck & Coach,* September, 1959, p. 35-36, 38. (Garage fires can be prevented by good housekeeping and the right type of fire extinguishers.)

The Saddest Words in Accident Prevention——It Hasn't Happened—Yet! Dan Buck. *Commercial Car Journal,* October, 1959, p. 88-93.

Sugardale Makes Certain on Trucks and Drivers. *The National Provisioner,* October 31, 1959, p. 15-16.

What Safety Men Are Learning and Doing About Safety. *Fleet Owner,* October, 1959, p. 200-202, 208, 210, 212-213, 215-216. (This report discusses highway design, motor vehicle design, drivers, federal and state regulations, shops and loading docks and the company safety program.)

Drivers & Driving

Driver Improvement Clinic Manual XVIII. 88pp. Wallace N. Hyde. Driver License Division, Driver Education & Accident Records Division, State Highway Patrol, North Carolina Dept. of Motor Vehicles, Raleigh, N. C.

How Doctors Tutor the Careless to Cut Ohio's Auto Injuries. *Journal of the American Medical Association,* Oct. 19, 1959, p. 140/662. (Medicine at Work)

How to Drive and Enjoy It. Edward D. Fales, Jr. *The American Home,* November, 1959, p. 6-8, 68, 71, 74. (A three day drive, 1,247-mile trip with a leading driving expert who shows you how to be the smoothest driver in town.)

The Improvement of Written Driver License Examination Through Test Analysis. B. J. Campbell. July. 1959. 56pp. Institute of Government, The University of North Carolina, Chapel Hill, N. C. (Special Study) $2.00

(A guidebook for the driver license administrator.)

Enforcement

Enforcement Decreases Accidents. *Chicago Traffic Safety Review,* October, 1959, p. 2-3.

Engineering

A Fresh Look at One-Way Street Fundamentals. Bryan Wilson. *Street Engineering,* October, 1959, p. 30-34. (A discussion of the advantages of one-way streets and a suggestion to abolish two-way streets.)

How Manhattan's Traffic Control Plan is Getting Results. T. T. Wiley. *Street Engineering,* October, 1959, p. 38-40, 42-43. (One-way traffic operation has been the key to reduction in accidents and shortening of trip time for the streets encompassed.)

Highways

The Treatment of the Intersection of Archer and Ashland Avenues. A Report by the Bureau of Street Traffic, City of Chicago. *Traffic Engineering,* October, 1959, p. 15-19.

Lighting

Accidents, Crime Reduced in Relighting Downtown Flint. *Street Engineering,* October, 1959, p. 35-36. (The number of nighttime traffic accidents in downtown Flint dropped more than 50 per cent in the initial six months following completion of lighting program.)

Lighting the Highway Danger Zones. *Street and Highway Lighting,* September, 1959, p. 9-21. (A series of articles giving 10 locations on highways that should be lighted for safer travel at night.)

Modern Lighting Helps Reduce Traffic Accidents . . . Cut Crime. *Chicago Traffic Safety Review,* September, 1959, p. 1-4. (On Chicago high accident streets where nighttime fatal accidents were at rates greater than normal, after dark traffic deaths have declined substantially following relighting.)

Pedestrians

Downtown Pedestrian Mall. *Street Engineering,* October, 1959, p. 44-49. (Kalamazoo, Michigan converts two-block congestion area into landscaped sanctuary for shoppers.)

Regulations

Michigan Adopts Reflective License Plates. *Traffic Engineering,* October, 1959, p. 33-34.

Signs & Signals

Interstate System Can Serve as Stimulus for Sign Uniformity. A. Solberg. *Better Roads,* Oct. 1959, p. 19-20.

Right Way to Flag Earthmovers Across a Street. *Street Engineering,* October, 1959, p. 18.

Traffic Signals and Accidents in Michigan. The Traffic Operations Division, Bureau of Public Roads. *Public Roads,* October, 1959, p. 234-237. (Michigan State Highway Department's detail accident study of 89 intersections where traffic signals were installed, from 1946-1957.)

Speed

Semi-Annual Speed Studies. October. 1959. 35pp. Arizona Highway Department, Traffic Engineering Division, Phoenix, Ariz. (Statewide traffic operation study is conducted semi-annually in Arizona, this being final report for 1959. These studies provide information of interest to traffic safety, design, construction and other divisions of Arizona highways.)

ADDRESSES OF MAGAZINES MENTIONED

The American Home
300 Park Ave.
New York 22, N. Y.

Better Roads
173 W. Madison St.
Chicago, Ill.

Chicago Traffic Safety Review
20 N. Wacker Drive
Chicago 6, Ill.

Commercial Car Journal
Chestnut & 56th St.
Philadelphia, Pa.

Journal of the American Medical Assn
535 N. Dearborn
Chicago 10, Ill.

Fleet Owner
330 W. 42nd St.
New York, N. Y.

Medical Times
1447 Northern Blvd.
Manhasset, N. Y.

Motor Truck & Coach
341 Church St.
Toronto 2, Canada

The National Provisioner
15 W. Huron St.
Chicago 10, Ill.

Public Roads
U. S. Bureau of Public Roads
Washington, D. C.

Street and Highway Lighting
1400 Terminal Towers
Cleveland 13, Ohio

Street Engineering
22 W. Maple St.
Chicago 10, Ill.

Traffic Engineering
2029 K St., N. W.
Washington 6, D. C.

Myth of the Speeding Ambulance

From Page 9

in Group A have such ordinances. The survey shows that 105 of the cities reporting are covered by state statutes. Undoubtedly there is considerable duplication between the 105 cities having ordinances and the 145 cities in states with statutes covering this problem.

Class of Cities	Training in First-Aid Required by Total Cities	City Ordinance	State Statute
A	19	3	5
B	205	35	27
C	641	67	113
Totals	865	105	145

Considerable confusion as to the existence of state statutes and city ordinances covering first-aid training of ambulance attendants and equipment of ambulances is indicated. Accepting that many of these ordinances and state statutes are actually in existence, it is impossible to know whether they carry "teeth" in the form of clauses providing punishment for violation. Certainly, each one should do so, because experience has shown that without penalty clause, ordinances or state statutes are ineffective in improving the quality of emergency medical care at the scene of an accident and transportation to a hospital.

Is effective emergency medical care rendered at the scene of the accident?

The most important consideration in this entire problem is the quality of the emergency medical care given the injured on streets and highways and during transportation to a hospital. The finest vehicles for transportation of the injured, all of the material needed, and splendidly-trained personnel do not necessarily add up to adequate emergency medical care and transportation of the injured. They are merely the prerequisites. The incentive to do the job well must exist. Continuing supervision and stimulation are essential to insure that the training, equipment, and vehicles are utilized in a satisfactory manner.

It is amazing that 137 of the 224 cities comprising Classes A and B together reported 100 per cent, or near perfect, handling of the injured at the scene of the accident. It appears reasonable that the situation was overestimated. One city in Class A hedged, stating that the 100 per cent was reduced to 10 per cent for that portion of the injured who were attended at the scene of the accident by persons other than police or firemen. Seventeen cities reported 31 per cent to 80 per cent as being properly handled and 21 cities rated effectiveness as 1 per cent to 10 per cent, and one city at 0 per cent. These appraisals probably are more realistic.

Is transportation of the injured to medical facilities carried out in a safe and sane manner?

Although it was impossible to tabulate the answers to this question, a definite pattern emerged. Many of the cities cited references to state traffic codes or excerpts from these laws which accord special privileges to ambulances to disobey traffic regulations in emergencies, providing the drivers are cautious. In approximately 95 of 100 reports, special privileges were accorded these vehicles to travel at greater than authorized speeds and to disregard traffic signals in emergencies when employing sirens and red revolving dome lights. However, the responsibility of drivers in these situations to avoid accidents was repeatedly cited. In only a few cities, ambulances were required to observe all traffic regulations.

The Committee on Trauma holds that ambulance travel on city streets and highways should be regulated by the same laws, rules, and regulations that regulate other traffic. For practical purposes, speed is seldom, if ever, a factor in the preservation of a life. The excessive speed of ambulances has been shown to result in more traffic deaths than lives saved. All cities and states should regulate the speed and manner of driving of ambulances and other casualty carrying vehicles by laws which carry stringent penalties for violation.

Recommendations

Each city and state should adopt a program of emergency medical care and transportation of the injured as follows:

1. Emergency medical care should be carried out at the scene of the accident sufficient to permit the safe transportation of the injured to medical facilities by the personnel of the casualty-carrying vehicles, assisted as necessary by police or firemen.

2. Ambulances and dual-purpose patrol cars should be used for transportation of the injured. Ordinary patrol cars should be used for the transportation of only the most lightly injured and, even then, the use of such vehicles is hazardous.

3. Casualty-carrying vehicles should be adequately equipped for the splinting of fractures, control of hemorrhage, dressing of wounds, and rendition of oxygen.

4. All personnel who attend traffic casualties (ambulance personnel, police, firemen, or others) should have training in first-aid and emergency medical care equivalent to that of the advanced course given by the American Red Cross and, in addition, should be given annual refresher courses.

5. Equipment of ambulances and training of ambulance personnel should be regulated by city ordinances and/or state statutes which carry penalty clauses sufficient to effect compliance with the law.

6. Ambulances should adhere to all rules and regulations concerning traffic control. In no circumstances should violation of traffic regulations be permitted. When transporting patients, dual-purpose patrol cars and patrol cars should conform to these same regulations.

Additional Recommendations

1. The information obtained from the cities in their areas should be forwarded in detail to the section chiefs and the chairmen of State Trauma Committees as promptly as possible. They, in turn, should confer with the appropriate city officials concerning the standards and recommendations incorporated in this report.

2. The National Safety Council, through its Traffic Conference, should submit to all cities to which the questionnaire was sent these standards and recommendations and urge that they be fulfilled as soon as possible.

3. A new questionnaire should be formulated and circulated by the National Safety Council as part of the Annual Inventory of Traffic Safety Activities during the latter part of 1961.

NOTICE

Under the trade-mark laws of the United States and the provisions of its Congressional Charter the National Safety Council has obtained trade-mark registration and legal protection for its emblems, including the *Green Cross for Safety* emblem, and the *Universal Safety* emblem, as shown below:

Reg. U.S. Pat. Off. Reg. U.S. Pat. Off.

Pursuant to its legal rights, and in order to carry out its obligation to the public, the National Safety Council has adopted a policy that these trade-marked emblems may not be used, under any circumstances, without its approval and authorization. The policy, adopted by the Board of Directors of the Council, is available on request.

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Circle Item No. 5—Reader Service Card

Unwanted Drivers

From Page 35

placards which will be put up in store windows, public buildings, business establishments, taverns, barber shops and beauty parlors and similar locations throughout the state.

The posters, resembling police notices for lawbreakers, personalize six different characters as traffic violators.

These characters, unidentified as to age, sex and physical description, can be recognized by their dangerous driving habits and traffic violations, according to the poster descriptions.

These types of drivers are unwanted in Michigan, the poster points out, because they have killed and maimed thousands of good Michigan citizens.

The posters are aimed at those drivers who consider traffic violations as unimportant driving misdemeanors. But to enforcement officers, there is no such thing as a "small violation" because these same small violations consistently appear as causes in traffic accident investigation reports.

Last year in Michigan, these violations were contributing causes in accidents which caused the deaths of 1,178, injured 19,931 caused an estimated loss of more than $120 million.

The six posters to be used call attention to the violations which were listed as causes in the above statistics.

Fifteen thousand posters for each of the six unwanted drivers will be distributed. The first poster was put up September 23. A new one will be put up every five weeks throughout the campaign.

Supporting the poster program will be newspaper stories and material provided for radio and television usage.

INDEX AVAILABLE

The Index to Vol. 55 of TRAFFIC SAFETY—July-Dec., 1959—is now available. Write to: Library, National Safety Council, 425 N. Michigan Ave., Chicago, Ill.

NEW... SAFETY EQUIPMENT

Publication of product announcements in this section should not be construed as endorsement or approval by the National Safety Council.

Highway Railing

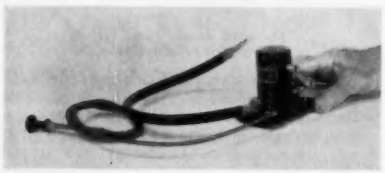
Lufton Railight highway railing contains fluorescent luminaires and offers greater driver safety from uniform low-level light focused directly on the road, unlimited possibilities for individualized road railing design, and savings in initial cost, operation and maintenance.

The railing consists of a 6- or 12-foot long rail that is shaped like a beveled triangle. Openings of approximately 3″ x 42″ are spaced at 2-feet intervals to permit the installation of special fluorescent luminaires. A rigid shield of clear plastic covers the opening to protect the luminaire. Other features of this top rail include a cable raceway, reinforcing spine, drain holes to eliminate condensed moisture, and a top cover held in place by screws that can be easily removed for ground level maintenance.

The rail is supported on vertical posts spaced every 6 ft. These posts are available in any specified length, depending on height of parapet or height above walkway if no parapet is used.

The complete railing is made from aluminum which never needs painting, and because of its light weight does not require lift trucks or cranes for erection.

Michael Flynn Mfg. Co., 700 E. Godfrey Ave., Philadelphia 24, Pa. (Item 41)



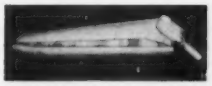
Automobile Safety Device

A battery switch called the "Auto-Gard" enables the driver to cut off all current in a car or truck to eliminate such common "live wire" dangers as fires, short circuits, smoking wires and continuous horn blowing.

It is easily installed near the car battery, and can be operated from the dashboard or from the glove compartment by means of an extension cable and control button supplied with each unit. With the current completely off and the control button safely locked in the glove compartment, the car or truck is safeguarded against theft. Children who tamper with the car controls cannot accidentally start the motor.

The "Auto-Gard" also protects repair men from shocks or burns caused by live wires.

A. L. Rogers Development Corp., 2560 Ocean Ave., Seaford, L. I., N. Y. (Item 42)



Fluorescent Sign Lights

"Weathertight-Fluor-O-Lux" fluorescent sign lights are designed for efficiency, and ease of installation and maintenance.

They are for floodlighting highway signs, outdoor boards, etc., or where a fixture with minimum bulk is desirable and remote ballast mounting is practical.

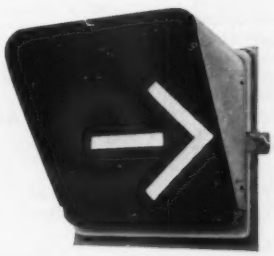
The manufacturer states that maximum usable light and minimum spill are achieved through the parabolic shape of the reflector and deep shielding. The reflectors are adjustable in 360° to permit placing the light where it is wanted and to provide high efficiency and uniform distribution. There is a choice of lamp types to provide a wide range in the quantity of illumination and fixtures in four, six, and eight food lengths, providing for continuous row installation in any desirable length.

The reflectors are constructed of heavy-duty cast aluminum and are provided with hinged clamping members.

For protection, a simple snap-on plastic cover is available. This is used in all locations where the fixture faces upward and is also recommended for all high output lamps wherever used to minimize the loss of light due to wind effect and low lamp bulb temperature.

The lampholder mounts are cast aluminum and the lamp holders are provided with neoprene rubber covers to protect the lamp and socket contacts from moisture.

Wheeler-Fullerton Lighting Div., Franklin Research Corp., 375 Congress St., Boston, Mass. (Item 43)



Lens Expander

Model TC-19290 Lens Expander with crown lens is a new concept for use with presently installed traffic signals.

The expanders widen the angle at which the complete indication can be seen. The lens is no longer held within the narrow viewing area of the visor, but the view is expanded within the limits of the squared visor adding the appearance of width and height to the indication.

With the lens expanders, motorists can be 10 or 15° to either side of the signal and see the complete arrow. This allows positive and smooth movement through intersections.

The entire surface of the lens is open to pedestrians or motorists attention. Installation is simple—as the present visor is removed and the lens expander installed.

The Marbelite Co., Inc., 179 N. 10th St., Brooklyn 11, N. Y. (Item 44)

SAFETY PRODUCT LITERATURE

Pavement Marking Material

A technical Data Sheet giving standards for application of reflectorized thermoplastic pavement marking material has been issued by Cataphote Corp., Toledo 10, Ohio. It specifies standards for material characteristics, method of application, retention of characteristics, application rate and packaging. The material is available under the trade name Catatherm, in white and federal yellow. It is guaranteed to provide not less than nine times the useful service of a good quality paint stripe, and retains maximum reflectivity.

For more details circle No. 81 on enclosed return postal card.

Transistorized Safety Lights

A bulletin descriptive of new Model HD-2-7T Fageol Transistorized Safety Lights is announced by R. D. Fageol Co., Kent, Ohio. Features include complete electrical and mechanical details, cut-away views, etc.

For more details circle No. 82 on enclosed return postal card.

Better Roads with Sterling Rock Salt

Procedures for the improvement of wearing courses, shoulders and road bases with rock salt in a simple, 7-step method, using ordinary equipment, is outlined in a 12-page booklet. Sterling Salt Co., Scranton, Pa.

For more details circle No. 83 on enclosed return postal card.

Portable Traffic Signal With Radio Control

Literature describes a newly developed "Porta-Signal" that offers remote radio control and portability in unusual combination with the features of a regular traffic light. "Porta-Signal" is designed to provide a dependable, economical and practical solution to temporary traffic control needs, such as occur at school crossings, accidents, highway construction detours, etc. Other applications include use in classroom traffic instruction and control of vehicular and pedestrian traffic at military installations, etc. Dryomatic Corp., Porta-Signal Div., Alexandria, Va.

For more details circle No. 84 on enclosed return postal card.

Traffic Marker

Bulletin "SD" describes Plastic "SD," a new self-adhering traffic marker for use at cross-walks, stop bars, parking areas and safety zones. The plastic marker is easy to apply, and requires no equipment or warm-up. Bulletin states that it also resists dirt, wear, abrasion, moisture and guaranteed skid-proof. Prismo Safety Corp., Huntingdon, Pa.

For more details circle No. 85 on enclosed return postal card.

Emergency Sirens and Lights

A complete line of sirens and lights for emergency vehicles are described and illustrated in Catalog No. 300, available from the Federal Sign and Signal Corp., 13625 S. Western Ave., Blue Island, Ill.

For more details circle No. 86 on enclosed return postal card.

Traffic Paint

Said to last up to eight times longer than ordinary traffic paint, Clinco-Mark is quickly and easily applied, permitting full traffic impact almost immediately. It provides economical safety markings that can be depended upon for full-time efficiency and protection. R. H. Clinton Co., 1224 Elston Ave., Chicago 22, Ill.

For more details circle No. 87 on enclosed return postal card.

Revolving Beacon Light

Literature describes a revolving beacon light designed for use on top of fire, police or any type of emergency vehicle. Called the "RAR" Beacon Light, it features a 50-candlepower bulb mounted in a larger 6" parabolic reflector, resulting in a new high in light output. The bulb remains stationary, while the reflector turns at 70-80 rpm. This high speed permits use of full power without the danger of "blinding." Carpenter Mfg. Co., 936 Bradley St., Somerville 43, Mass.

For more details circle No. 88 on enclosed return postal card.

Tire Chains

Literature describes tire chains for both duo and single pneumatic tires. Rugged, long-lasting, they are lug-reinforced to provide better traction on ice or snow. Campbell Chain Co., Norway and Elm Sts., York, Pa.

For more details circle No. 89 on enclosed return postal card.

For Better Ice Control

Illustrated Bulletin A-408-A discusses a hydraulic spreader that permits spread in front of all four wheels; improves traction, visibility and pattern. Width of spread, amount of spread, starting and stopping are controlled by driver. Baughman Mfg. Co., 226 Shipman Rd., Jerseyville, Ill.

For more details circle No. 90 on enclosed return postal card.

Aids in the Analysis of Accidents

Illustrated folder on Forbes Traffix Sets for police, insurance and court investigation purposes. The set consisting of 16-object stamps, aids in the analysis of accidents. Forbes Stamp Co., Grand Rapids 2, Mich.

For more details circle No. 91 on enclosed return postal card.

1960 Dodge Police Cars

Power-packed, agile and rugged, the two new 1960 Dodge police pursuits are available in a choice of four models, two wheelbases, five engines and five transmissions to help meet municipal law enforcement needs exactly. For details on the Dodge Dart and new '60 Dodge, write Dodge Div. of Chrysler Corp., P. O. Box 1259, Detroit 31, Mich.

For more details circle No. 92 on enclosed return postal card.

New Traffic Aids

Among significant new traffic aids introduced by Econolite Corp., 8900 Bellanca Ave., Los Angeles 45, Calif., are a graphic traffic counter that provides a clear, accurate, continuous graphic record of traffic volumes, a die-cast neon pedestrian signal with aluminum housing, and an incandescent pedestrian signal of advanced design and improved legibility.

For more details circle No. 93 on enclosed return postal card.

Checks on Vehicle Speed By Radar

Patrol cars equipped with this radar timer, a two-pronged "rabbit ears" antenna that operates like a spotlight and swings 270°, can accurately detect speed limit violators in either approaching or departing lanes of traffic. Its range is adjustable and readings are instantly made on a 0-100 mile per hour scale meter. Literature gives full details. Muni-Quip Corp., 991 King St., Decatur, Ill.

For more details circle No. 94 on enclosed return postal card.

Back-Up Alarm Bell for Trucks

A gravity-actuated mechanical back-up alarm, which rings in reverse only, has been announced by Warn Mfg. Co., Riverton Box 6132, Seattle 88, Wash. Warn-A-Larm is recommended for use on municipal vehicles used primarily in business and residential areas or highway service. It is designed for easy installation on the rear wheel of trucks.

For more details circle No. 95 on enclosed return postal card.

Melts Ice Faster

X-73 is recommended for removing ice and snow from sidewalks, driveways and loading docks. Improvements give it greater concentration of strength, make it faster acting and its melting action last longer. It is said to penetrate ice 32 times faster than rock salt. The Monroe Co., Inc., 10703 Quebec Ave., Cleveland 6, Ohio.

For more details circle No. 96 on enclosed return postal card.

Vandal-Resistant Parking Meter

This meter was specifically developed to combat the increasing and costly destruction of parking meter equipment and theft of meter revenue. Confident that it can give vault-like protection, its manufacturer, with each meter order, will issue and pay for an insurance policy indemnifying the purchasing city against physical loss due to vandalism. For full facts and salient features, write Duncan Parking Meter, 835 N. Wood St., Chicago 22, Ill.

For more details circle No. 97 on enclosed return postal card.

Improved Police Motorcycles

These prove themselves on traffic control, criminal apprehension, residential and school patrol, special duty. Their improved features include mobile radio-phone, speedometer clock control, siren and pursuit lights. Their full story is told in "Intensive, Effective, Impressive Police Mobility." Harley-Davidson Motor Co., Milwaukee 1, Wis.

For more details circle No. 98 on enclosed return postal card.

The Year In Washington

From Page 19

be empowered to (1) conduct and foster research into the causes and prevention of *all* kinds of accidents, (2) "promote the coordination of research and control programs conducted by public and private agencies, organizations, and individuals," (3) make grants, and (4) establish an information center, among other powers conferred upon it.

This is a very far-reaching bill and already has stirred up considerable controversy and question.

* * *

Two years ago, when I discussed this same subject, I concluded with the following remarks:

"Both the President and the Congress stated the basic issue before the American people: will the growing demand that 'something be done' evoke timely and effective state, local and private action? or will their default force the federal government to act? The year 1957 was the year of challenge. Will 1958 be the year of response?"

Last year, I ended with these comments:

"One thing is fairly clear to a Washington observer, that the opening gambit for most proposals to extend or expand federal activity in safety is generally phrased something like this: 'This subject is of course, a legitimate concern for local and State regulation, and voluntary leadership. BUT—' Is 1959 to be another year of 'buts'?"

Did the legislative year 1959 bring an answer to this question? Yes, 1959 saw the beginning of some really significant "buts." The House passed H.R. 1341, presumably to require safety standards only for federally-owned vehicles, but actually conceived also as a means of federal action toward safety design features. Why? Mr. Roberts told the American Medical Association why:

"But after three years of pointing out some of the things which need to be done, and with no indication of early action on the part of anyone else, I believe we must pass some sort of legislation in the best interests of the motoring public."

To put it differently, Mr. Roberts said: ". . . the people of the nation are waking up to the fact that we need safer automobiles."

And the long range significance of the latest Roberts bill, H.R. 9243, to establish a National Accident Prevention Center is of the utmost importance. If Congress gets the idea that you can substitute dollars for deaths, things are going to move fast indeed.

Warnings have come this past year from the highest levels in the judicial, legislative and executive branches of the federal government, that time is running out on the public's patience with what it regards as inaction or ineffectiveness in the face of critical public needs. The Chief Justice of the United States, Earl Warren, said in a statement made off the bench:

"We hear a great deal these days about the relationship of the federal government to the state governments, and in some parts of the country the cry is being heard that the federal government is infringing upon what is known as states' rights. There may have been times in our history when the federal government became too deeply involved in matters that were the proper prerogatives of the states, but in my opinion this has generally happened only when the states themselves have failed to meet the needs of the people. When the state governments fail to satisfy the needs of the people, the people appeal to the federal government."

The last warning came from the Secretary of Commerce in his highway safety report to the Congress:

"Most of all, officials representing government, highway users, and the automotive, insurance, and associated industries, urgently need to reach clear agreement on their respective objectives and obligations. They must decide, or face having it decided for them by a public now gradually awakening, how and to what extent they will share in a comprehensive, coordinated highway safety plan."

One expects that such public warnings from the Chief Justice of the United States, the Senate Majority Leader, and the Secretary of Commerce will be restrained, refined and reasonable. However, unless the safety movement bestirs itself strenuously, soon, and successfully, the best prophet of all could well be the Washington cab driver whose fare asked the meaning of the Shakespearean inscription on the National Archives Building: "WHAT IS PAST IS PROLOGUE." The driver's blunt definition was: "Brother, you ain't seen nothin' yet!" ●

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Tests for reaction time, visual acuity, depth perception, color vision, field of vision, glare resistance and night blindness. *LESS* testing time is required. Its separate units can test up to *FOUR* persons at one time.

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The most versatile equipment on the market for continuous and/or multiple testing in community or organizational driver programs. Being portable its quick to set up and easy to use. Examinees receive their own reaction time chart and individual score sheet showing test results.

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is a pioneer in testing devices and is used universally by all types of organizations in their safety programs. A twelve year research and development period has made it the most efficient and accepted testing equipment available.

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Circle Item No. 6—Reader Service Card

Off-Post Accidents

From Page 12

primary mission of developing them into efficient fighting men, but it is necessary if the men are to be available to do their military job. Heavy personnel turnover complicates this additional burden."

The services have become very sensitive to published reports by various agencies and the publicity given to accidents involving military personnel, which tend to brand the military driver as a special menace to the public safety. Captain Mathews of the Navy stated the Armed Forces were unable to accept without question such statements when he said: "We have no knowledge of any controlled study conducted by an impartial agency which established factually that military personnel are any more of a highway hazard than their civilian counterparts in the same age bracket. Obviously, if there is a comparison between the driving records of military drivers, more than half of them under age 25, with all other drivers in all occupations and in all age groups, the results will be unfavorable and patently unfair to the services. Remember that the average annual mileage exposure of service personnel is considerably more than the national average, and it is performed in limited periods of time, and the motivation for the travel is different from that of the average young driver who lives at home."

Commenting on the military off-post accident experience, Tom Wilkenson of the Army made this pointed observation: "The United States Army is vitally interested in the purpose and objectives of all traffic accident workshops. While the Army military driver on public highways is basically a community problem, he constitutes a major accident problem for the Army as well. All officials who take positive action to correct or reduce this problem are commended. The Army desires everyone to be assured that it is solidly behind any planned effort which will advance the resolution of this mutual problem."

It is the belief of the proponents of the Armed Forces-State workshop program that controls over the off-base driving of military personnel in private vehicles can be strengthened substantially by developing more effective coordination between all civilian and military agencies concerned with the problem. The experience in Kansas and other jurisdictions has demonstrated that workshop sessions will accomplish this.

Trouble Spots

Subjects suggested for early exploration at these sessions are problems relating to operators' licenses, vehicle registration, vehicle inspection, insurance, handling of military violators by civil police and courts, point system administration, drinking and speeding, driver control, double punishment, driver training, research, traffic engineering improvements, access roads, and support of state and community citizens' safety councils and programs.

Top priority on workshop agenda is being given to the establishment of state or area clearing houses which will process reports from civil police of accidents and moving violations involving Armed Forces personnel. The services are insistent that commanding officers are powerless to assist or correct personnel so involved unless state, county and city police provide them with information on these incidents. They point out also that point systems will lack effectiveness if off-base violations are not assessed on military driver record cards.

Although both the International Association of Chiefs of Police and the American Association of Motor Vehicle Administrators have passed resolutions at national conferences encouraging their members to support the efforts being made by the services to reduce their traffic losses, sample studies indicate that less than 30 per cent of the total violations of civil traffic laws by military drivers are being reported to their home base commanders.

In the past there has been a tendency at national and state levels to underestimate the impact of the

"AUTOMATIC SUPERVISOR"
helps truck driver establish records for safe performance

WAGNER SANGAMO **TACHOGRAPH** graphically records starts, idling, stops and speeds

Truck drivers and supervisors agree that a Tachograph mounted on the dash of a truck is a great aid in encouraging the driver to establish records for good performance. The instrument is an "automatic supervisor" that provides daily facts. Vital trip information is permanently recorded on Tachograph chart (which costs you little more than 2¢ each). Graphic record indicates all starts, idling, stops and speeds.

For details, mail coupon for free copy of Bulletin SU-3.

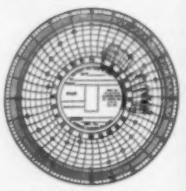

CHART TELLS ALL

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Armed Forces upon the national traffic safety program. However, the workshop program, the active participation of military and civilian service personnel in traffic conferences at all levels, the outstanding support by the services of the three national major emphasis programs (Back the Attack —Slow Down and Live—Community Vehicle Check) — these and other factors have caused national and state traffic leaders to recognize that the Armed Forces are becoming a potent factor in the national attack upon traffic accidents and violations. Major Bogue, Office of the Air Force Provost Marshal and the key figure in the organization of the workshop program, startled many state administrators by explaining at regional conferences: "You should understand that the annual traffic death toll of the combined three services, which in recent years has been as high as 2,000, is only topped by a few of the larger states. Bear in mind also that military traffic rates do not include approximately three and a half million dependents and one and a half million civilian employes. Remember, too, that we have about four million National Guard and Reserves who feel to some degree the impact of our safety programs."

A Real Challenge

That there is a growing awareness by national traffic agencies of the value of close coordination between military and civilian traffic officials and agencies was evidenced recently in an address by Norman Damon, vice president of the Automotive Safety Foundation, before the annual convention of the Daughters of the American Revolution. In outlining three specific areas in which the organization could support the national traffic program, Damon had this to say: "My third suggestion, and probably the most important of all, is the very real challenge to work with the military services in their off-base traffic safety programs. Women's organizations represent the best organized approach to all members of the families of military personnel. * * * I would like to suggest that as a first step you invite the appropriate personnel from the Air Force, Army, Navy and Marine Corps to meet jointly with you to explore ways and means in which you can be helpful."

Urging them to encourage, among other things, Armed Forces-State workshops, he pointed out: "Recently there have been steps toward the development of a coordinated program between the armed services and the public officials in Texas, California, Illinois, Kansas, North Carolina, Colorado, Mississippi, Indiana and Washington. * * * Traffic enforcement, driver licensing and other procedures with respect to the driving privileges were the major factors reviewed. Sponsorship state by state of the joint military services with civilian officials is the ultimate objective."

The Advisory Council of the President's Committee for Traffic Safety has recognized the potential value of the workshop program to the national traffic safety movement. At the July meeting they authorized the chairman, Howard Pyle, president of the National Safety Council, to appoint an advisory committee to assist the Armed Forces and state officials in organizing participation by all states.

Moral Responsibility

Calling "killing by automobile" a violation of Biblical commandment, Northern California-Nevada Methodist Conference delegates have pledged the "resources of Christian education in support of a program of highway safety."

At the annual meeting in Stockton, the ministers and laymen called upon all Methodists to consider individual moral responsibility in highway driving and asked pastors to point up this concern from their pulpits. Noting that California consistently leads the nation in traffic accidents, they stressed that "we must not let the death of thousands on our nation's highway . . . become an impersonal statistic. If there is to be any change in the number of people killed or injured, there must be a change in the moral attitude and individual responsibility of each . . . driver. . . ."

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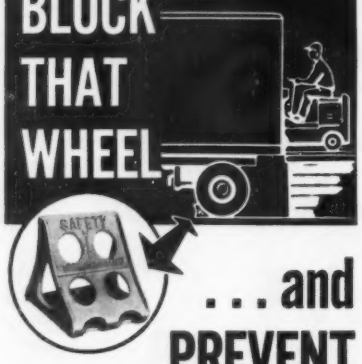

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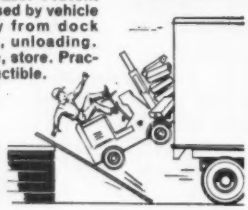

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What's Ahead In Transit

From Page 34

for a good safety program. Management must be willing and able to get along with the men in its organization. It must have a genuine interest in them as individuals, because this is a business of thousands of individual contacts each day. As far as 99 per cent of its patrons are concerned, the bus driver *is* the transit company.

While a transit company may be big in terms of number of employes, it is never big in the sense of being impersonal or removed from contacts with its customers. It is a highly personalized service, whose success will be made or lost by how well, or how badly, each individual driver handles each individual customer. Most people will respond in kind to the treatment they receive, and management must treat its employes as it would have them treat the public.

Management must have the right attitude toward the public and toward its patrons. They don't have to buy our product. Most employes will unconsciously reflect management's attitude, so that if management is indifferent, the employe will be indifferent.

Management must be willing and able to adapt to rapidly changing conditions; to experiment; to devise new solutions to new problems. So must every department and division head and every employe.

Management must stay ahead of changing conditions and plan to meet new operating conditions as they come up. The safety director must be kept advised on impending operational changes, so that the safety program may be geared to such changes. Particularly, management must establish working contacts with those responsible for street work and traffic control changes. Advance notice that a new traffic signal will be erected tomorrow, or that a certain street will be partially closed to traffic for construction work, may save many a headache tomorrow.

Administratively, I think the safety director is entitled to a clearly defined area of authority and function, free from any vagueness or uncertainty. There is no longer any place in this business for the prima donna or the empire-builder, and there is plenty of work for everyone to do. It is up to management to clearly define areas of responsibility and authority.

The bus business is, of course, not exactly glamorous. It is of necessity a repetition day after day of essentially the same actions. As we in management go on day after day performing our own repetitive functions, I am afraid we are inclined to fail to fully recognize the really tremendous job our individual operators are doing in each of the many individual contacts and situations they meet every day, in the friends they make for their company and themselves, in the way the great majority guide their passengers safely through streets filled with howling maniacs at the wheels of 200 horsepower vehicles.

In the anonymity of numbers and uniform job classification, it is difficut to express recognition of a good job well done. That is what I like about the National Safety Council's Safe Driver Award. It affords a recognized, meaningful, tangible recognition of merit in accident prevention. It is fixed in its value, uniform throughout the nation in its meaning and significance; it is not lightly bestowed. It is, I think, one of the finest adjuncts of a good safety program, and I predict that in the 60's it will grow in use and importance.

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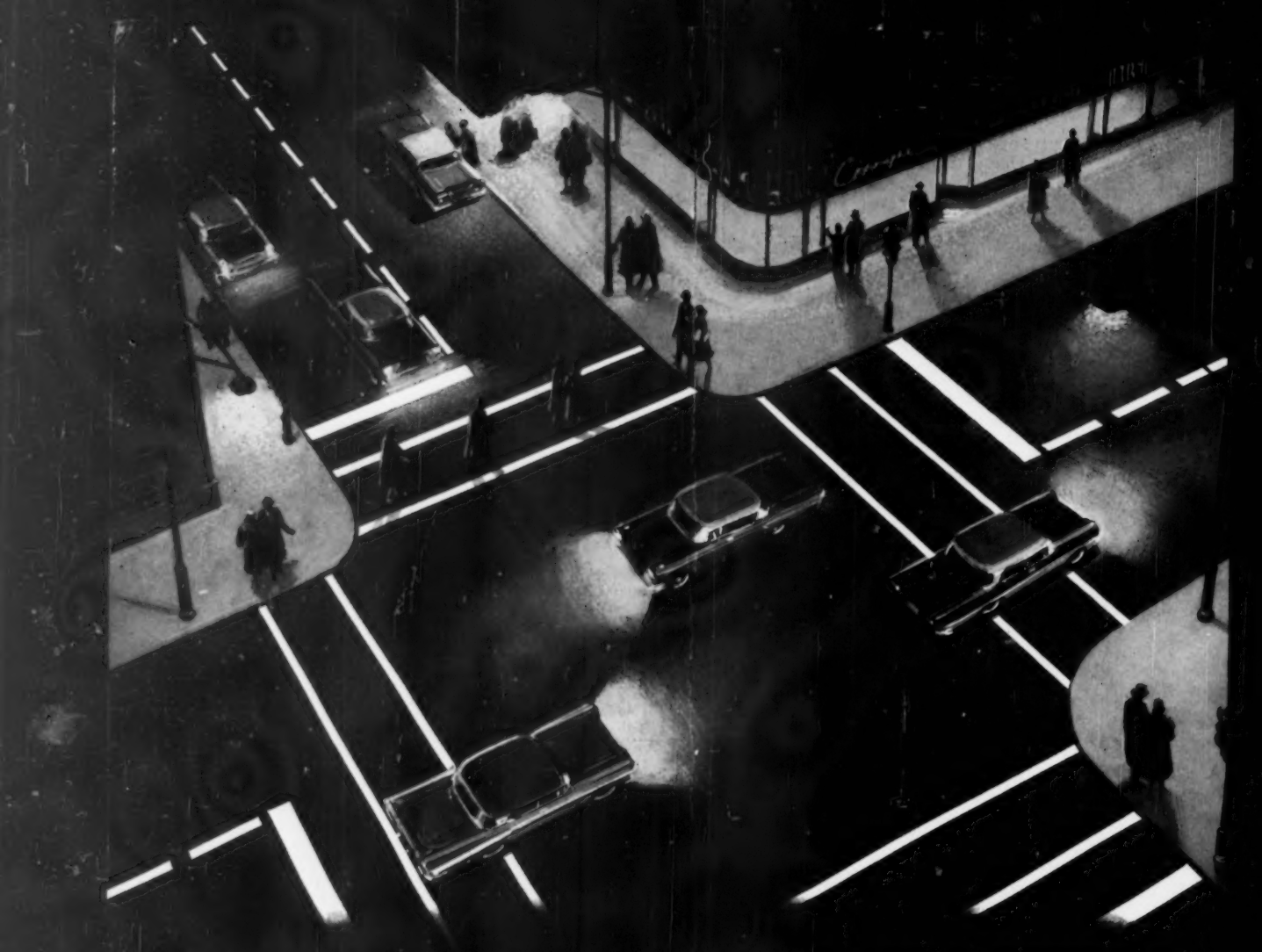

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